

**FLIGHT DESIGN**

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## **Supplement to the Maintenance Manual Tow Bar Interface and Maintenance**

**Airplane Type : CT / MC**

**Airplane Models : CTLS / CTLS<sup>HL</sup> / MC**

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**Airplane Registration Number : \_\_\_\_\_**

**Airplane Serial Number : \_\_\_\_\_**

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Supplement to the Maintenance Manual  
Tow Bar Interface and Maintenance

Type: *CT / MC*

Series: *CTLS / CTLS<sup>HL</sup> / MC*

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## 1. GENERAL

This document is valid only for the identified aircraft S/N on the cover sheet. It may not be transferred to any other operated aircraft.

The Supplement provides only the additional information valid for the towing. All other information of the aircraft basic Maintenance Manual remains valid.

## 2. SYSTEM DESCRIPTION

When the aircraft is equipped with an interface for Tow Bar connection, there are two protruded pins attached to the nose gear leg. The tow bar is attached to these pins. The tow bar attachment size fits to one of the most common tow bars, that also fit most Cessna aircraft models. See figure 1.

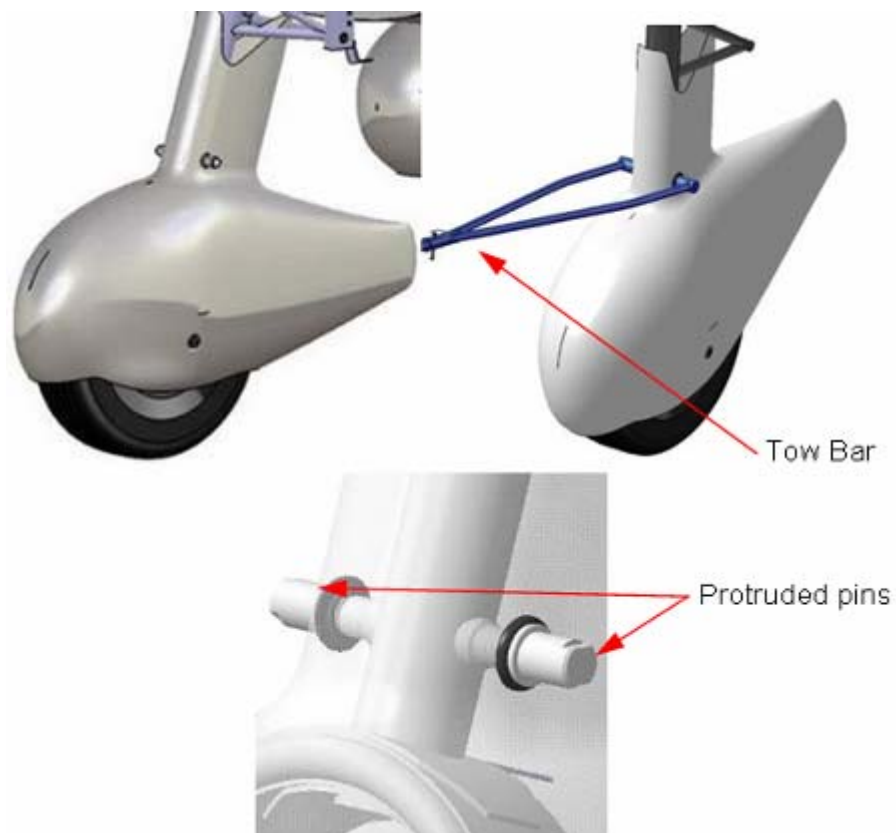


Fig. 1

### 3. MAINTENANCE INFORMATION

#### 3.1. Removal and Installation of Nose Wheel Fairing

Before being able to remove the nose wheel fairing, the tow bar pins (Fig 1, bottom) must be removed using a suitable flat spanner. When the pins are removed, the nose wheel fairing can be removed following the standard procedure.

After installation of the nose wheel fairing, the pins have to be reinstalled. Use thread locker, middle strength when installing the pins. As long as the pins are removed, the nose wheel fairing is not proper fixed and the aircraft may not be operated.

#### 3.2. Markings Installation

When cowling and/or nose wheel fairing has been replaced, or when the markings do not match with the actual adjustment of the rudder control system stops, or when the existing markings are damaged and unusable, new markings must be applied as follows.

For this prepare three pieces of red film, in accordance with Fig 2.

Use ORACAL 951 Series red film, or 3M red film or another red film with similar adhesive properties and color fastness.

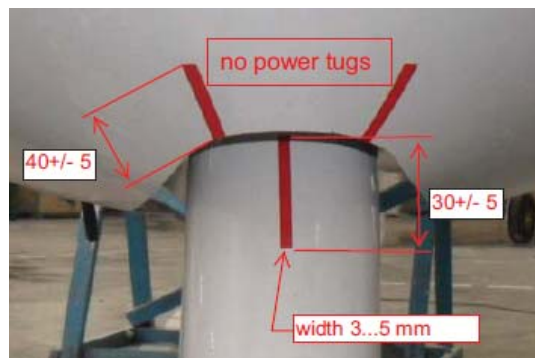


Fig 2.

Mark the center of the nose landing gear fairing. This marking must align with the tow bar (Fig 3).

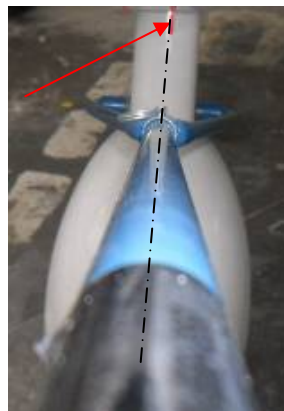


Fig 3.

Carefully turn the nose landing gear to the left, up to the stop. Mark this position on the cowling with the tape. This marking must align with the center mark on the nose wheel fairing (Fig 4).

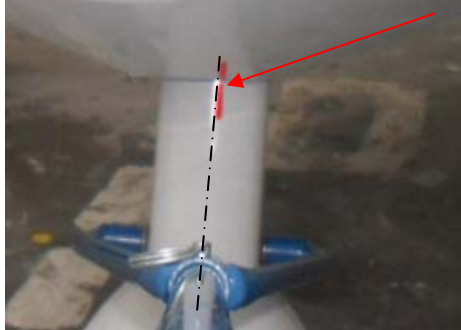


Fig 4.

Do this for the right side (Fig 5).

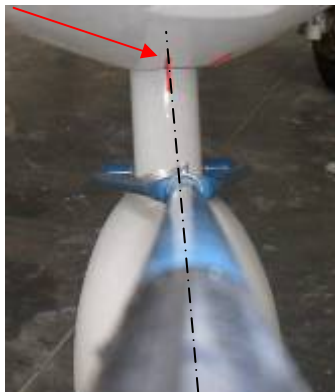


Fig 5.

Check the correctness of the markings: carefully turn the nose landing gear, looking along the tow bar and using the center marking on the nose wheel fairing. If the markings on the fairing and on the cowling align and the nose landing gear reaches the stops, then the markings are done correctly. The stops shall never be reached before the markings line up. It is acceptable when the markings line up just before the stop is reached.

Install the “No Power Tugs” sticker as shown on Fig. 2.