

- a. Center-punch the rivet head on the face or thrust side of the blade. When center-punching, back the opposite side of the blade with flat metal block.
- b. Cut out the head of the rivet with a 1/4-inch counter-sink or 1/4-inch drill, ground to 82 degrees.

CAUTION: Do not drill through the steel tip.

- c. Punch out old rivet with 1/8-inch punch in the case of copper rivets, or a 3/32-inch punch in the case of brass rivets. When performing this operation, back the opposite side of the blade with a flat metal block having a clearance hole or clearance slot for the rivet.
- d. File the metal at the inboard end of the 7-7/8 inch strip so the tipping will break off evenly. Remove the metal tip.

CAUTION: Do not apply excessive force that may cause the blade material to crack between the rivet holes. Draw the metal out of the countersink before attempting to remove it from the blade.

2. Lay out and cut off blade tips:

- a. Mark off one inch from tip of each blade.
- b. Lay out shape of tip, using template made according to figure 1.
- c. Cut off to the layout lines, and fair in the camber side of the blade as shown.
- d. Recountersink the holes affected by the fairing operation to the same depth as the other holes.

3. Install new A86 metal tipping:

- a. Mark off location of the holes as shown.
- b. If holes in the blade are larger than 1/8 inch, fill with plastic wood and redrill with 1/8-inch drill.
- c. Mate the end of the new A86 tipping, with the end of the tipping still on the blade. There should be no gap on the radius of the leading edge.
- d. Hold the tipping in place with rubber inner-tube bands or shock cord, and dimple on both sides of the blade the two inboard rivet holes with an 80-degree dimpler.