

WHEREVER POSSIBLE, ATTACH SHOCK CORD AND SAFETY CABLE TO SEPARATE POINTS ON FUSELAGE OR LANDING GEAR.

THRUST OR FLIGHT LINE

DETAILS OF ATTACHMENT (FRONT CABLES)

SHOCK CORD TO BE RIGGED TO PROVIDE TENSION AGAINST REAR CABLE, WITH GEAR FULLY EXTENDED.

NOTE: REAR CABLE IS TO BE RIGGED TO ALLOW A PLUS (+) 4° ANGLE OF SKI INCIDENCE, MEASURED ON THE TOP OF THE CHANNEL, WHEN THE SKI IS FULLY EXTENDED (NO WEIGHT ON THE GEAR, AS IN FLIGHT).

FRONT CABLE ATTACHMENT POINTS

APPROX. 4° POSITIVE INCIDENCE

APPROX. 25° NEGATIVE INCIDENCE

NOTE: FRONT CABLE IS TO BE RIGGED TO ALLOW 25° NEGATIVE (-) ANGLE OF INCIDENCE, WITH GEAR FULLY EXTENDED AND AIRPLANE IN FLYING POSITION.

LENGTH OF SAFETY CABLE SHOULD PERMIT TAIL SKI TO TURN APPROX. 35° TO EITHER SIDE, WITH WEIGHT OF AIRPLANE ON TAIL SKI.

LENGTH OF TAIL SKI SHOCK CORD SHOULD HOLD TAIL SKI PARALLEL TO THRUST OR FLIGHT LINE.

DETAIL OF TAIL SKI ATTACHMENT

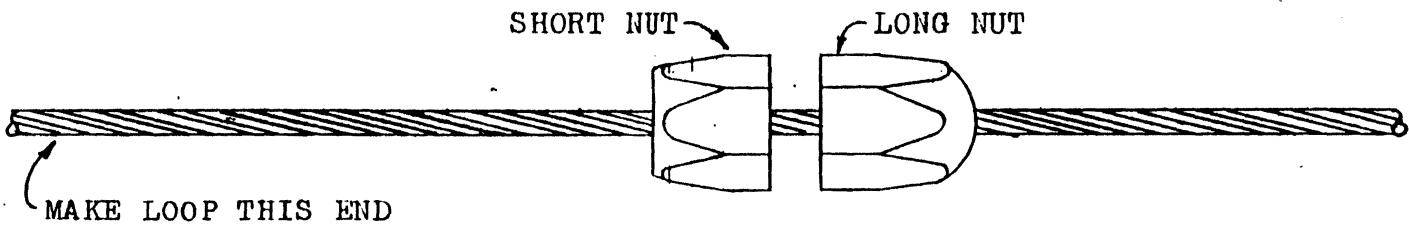
USE EXISTING NUT & WASHER

THRUST OR FLIGHT LINE

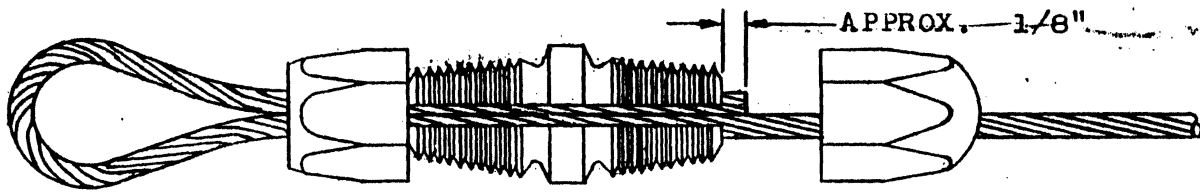
SKI FULLY EXTENDED AND HELD AT 4° ANGLE OF POSITIVE INCIDENCE.

AIRPLANE IN FLIGHT GROUND LINE PARALLEL TO THRUST LINE.

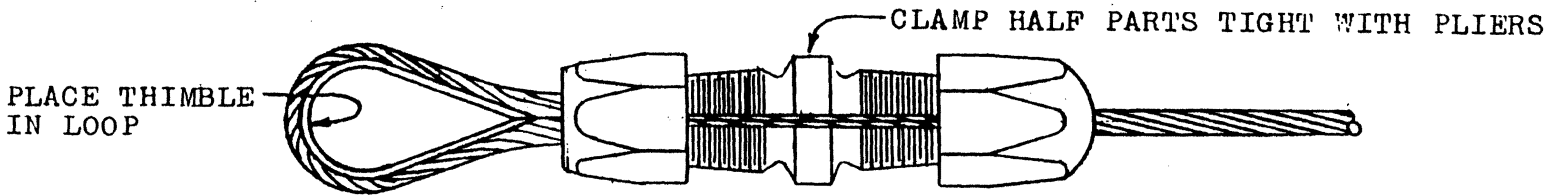
THESE INSTALLATION INSTRUCTIONS DO NOT CONSTITUTE AUTOMATIC APPROVAL OF THE SKI INSTALLATION. APPROVAL OF FINAL INSTALLATION MUST BE OBTAINED FROM THE C. A. A. INSPECTOR.



PUSH LOOP BACK THROUGH SHORT NUT



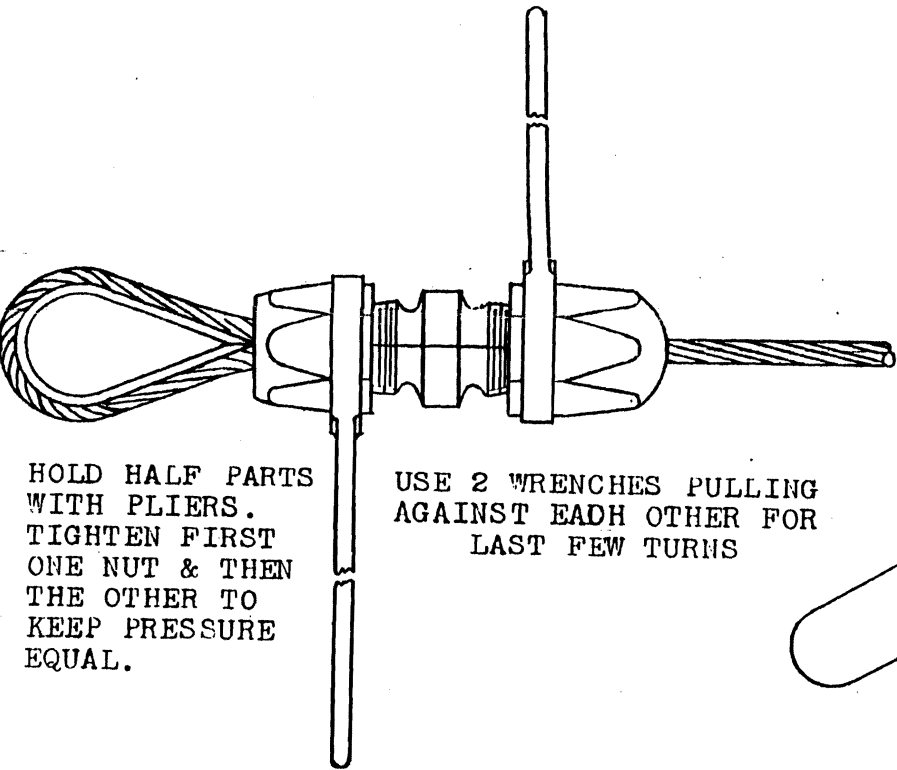
PLACE HALF PARTS ON CABLE



PLACE THIMBLE IN LOOP

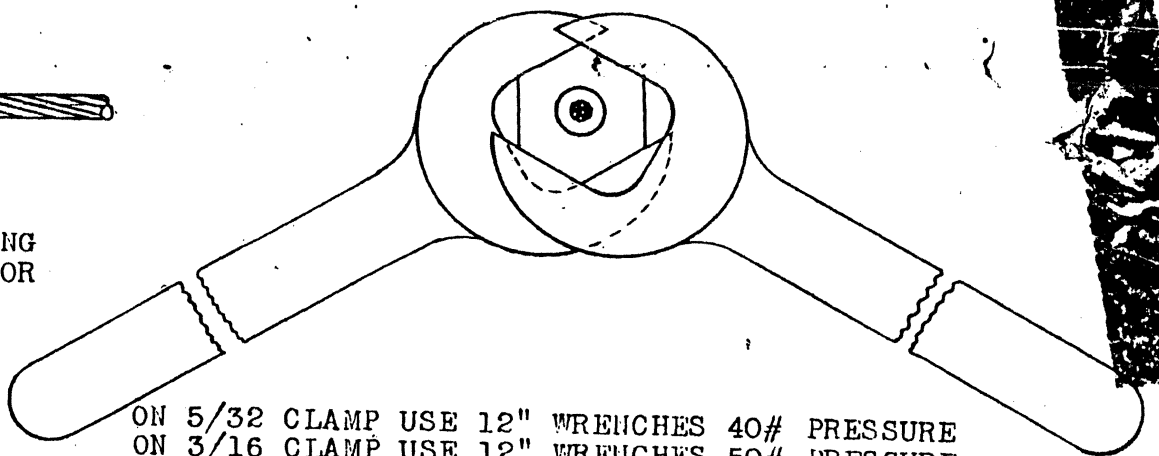
CLAMP HALF PARTS TIGHT WITH PLIERS

START NUTS 2 OR 3 TURNS
CAUTION: DO NOT CROSS THREADS
DRAW CABLE TIGHT ABOUT THIMBLE
AND THIMBLE TIGHT AGAINST SHORT NUT.



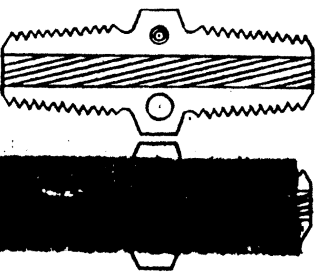
HOLD HALF PARTS WITH PLIERS. TIGHTEN FIRST ONE NUT & THEN THE OTHER TO KEEP PRESSURE EQUAL.

USE 2 WRENCHES PULLING AGAINST EACH OTHER FOR LAST FEW TURNS



ON 5/32 CLAMP USE 12" WRENCHES 40# PRESSURE
ON 3/16 CLAMP USE 12" WRENCHES 50# PRESSURE
ON 1/4 CLAMP USE 18" WRENCHES 80# PRESSURE

THE ABOVE TABLE IS THE LEAST PRESSURE REQUIRED TO APPLY THE NUTS. DO NOT FEAR THAT YOU WILL MAKE THE NUTS TOO TIGHT. "GIVE IT AN EXTRA TURN".



WARNING

KEEP HALF PARTS AS ORIGINALLY PAIRED AS THEY ARE NOT INTERCHANGEABLE

ALL NUTS ON THE CLAMP ARE INTERCHANGEABLE

FEDERAL AIRCRAFT WORKS	
ASSEMBLY PROCEDURE	
FOR CLAMP ON SAFETY CABLES	
DRAWN BY: G.K.B	CHECKED BY: J.W. 11-1-45
DATE NOV. 1, 1945	DRAWING NO.