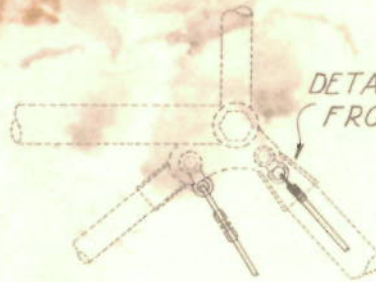
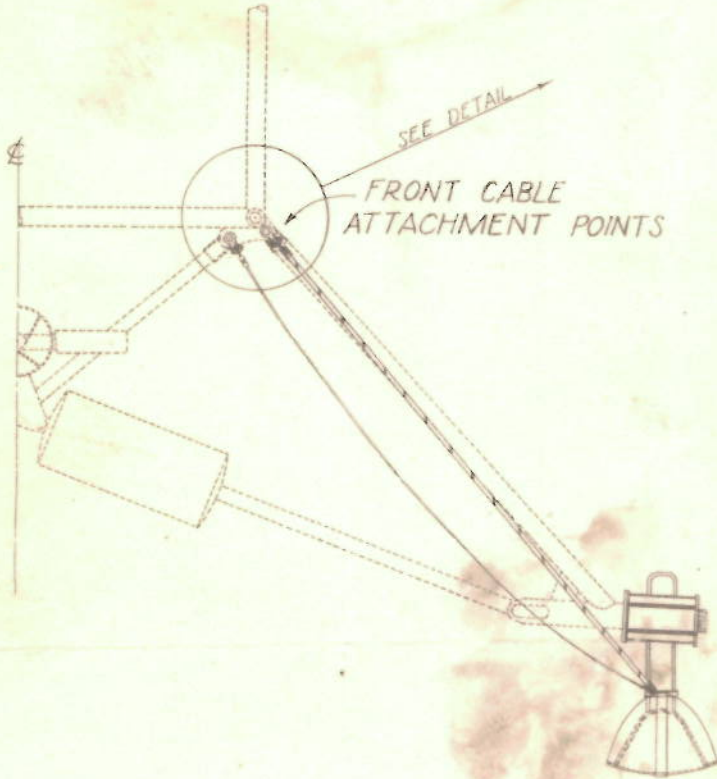


WHEREVER POSSIBLE, ATTACH SHOCK CORD AND SAFETY CABLE TO SEPARATE POINTS ON FUSELAGE OR LANDING GEAR.



DETAILS OF ATTACHMENT FRONT CABLES

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

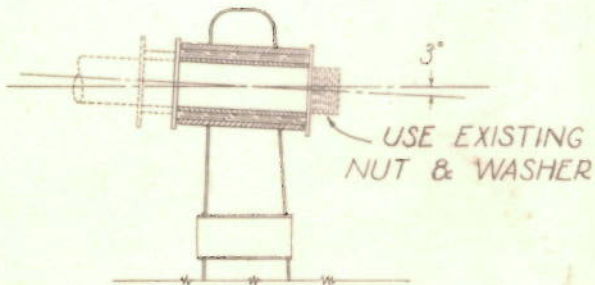


FRONT CABLE ATTACHMENT POINTS

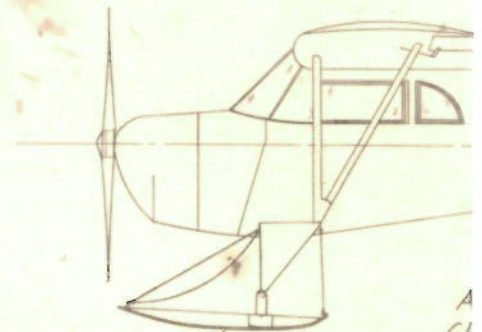
APPROX. 4° POSITIVE INCIDENCE

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.

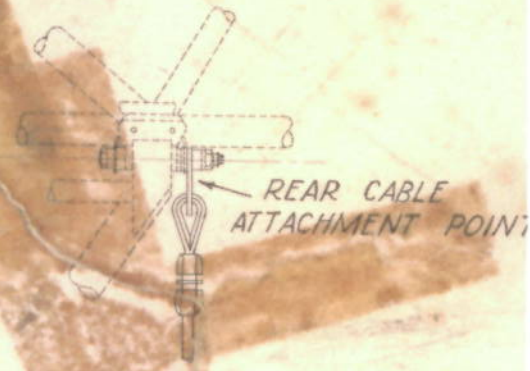
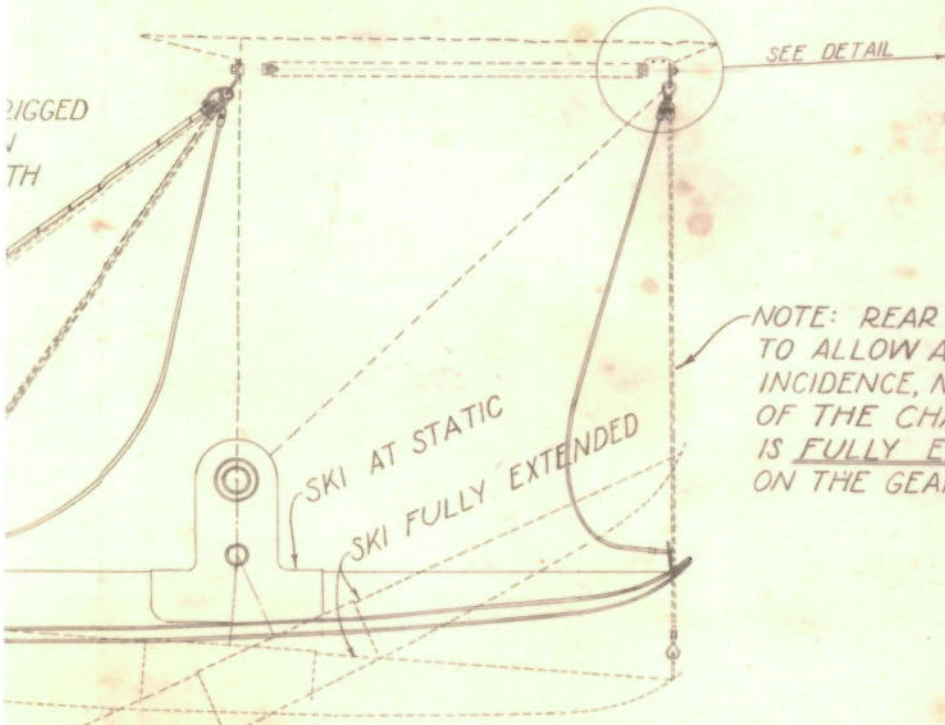


USE EXISTING NUT & WASHER



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

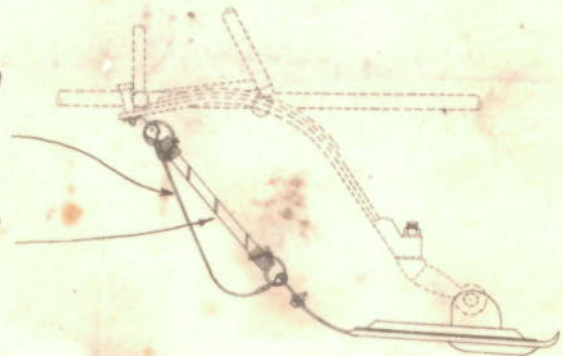
THRUST OR FLIGHT LINE



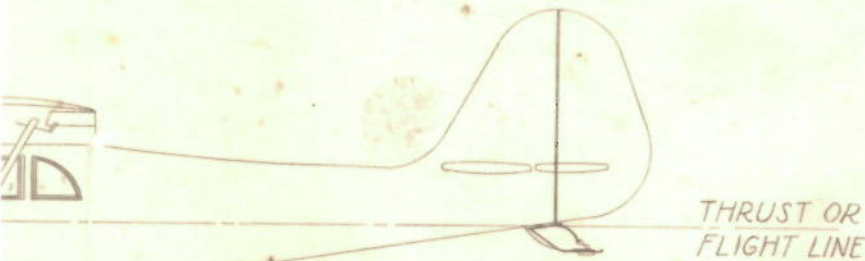
NOTE: REAR CABLE IS TO BE RIGGED TO ALLOW A PLUS (+) 4° ANGLE OF SKI INCIDENCE, MEASURED ON THE TOP OF THE CHANNEL, WHEN THE GEAR IS FULLY EXTENDED (NO WEIGHT ON THE GEAR, AS IN FLIGHT).

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



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.

18145	10/1/45	10/1/45							
G.K.B.									
FEDERAL BUREAU OF INVESTIGATION			MINNEAPOLIS, MINN.						
AIRCRAFT WOODS			INSTALLATION DETAILS OF SHOCK CORD & SAFETY CABLE						