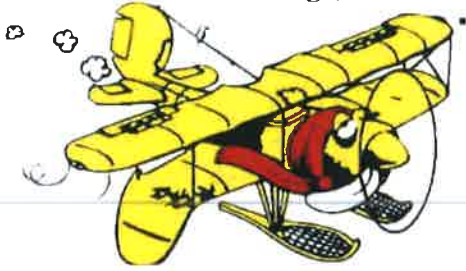


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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Cargo Tie Down

Cessna Aircraft Models, 150, 152, 170, 172, 175, 180, 182, 185, 190, 195,
206, 207, 208, 210

Piper Aircraft Models PA-31

RETAIN THIS DOCUMENT WITH THE AIRCRAFT RECORDS

Document Number: ICA-1004

REVISION HISTORY

Revision	Description	Date
0	Original Issue	08.July.09
A	Added P/N TDC-208, TDP-31	15.July.11

For updated revisions of this document it is the owner/operators responsibility to contact F. Atlee Dodge Aircraft Services, LLC. through our website or directly at the numbers given above.

This document meets the requirements of 14 CFR 23.1529 (Appendix G).

Additionally it is found acceptable to the FAA AEG in accordance with the guidelines outlined in FAA Order 8110.54.

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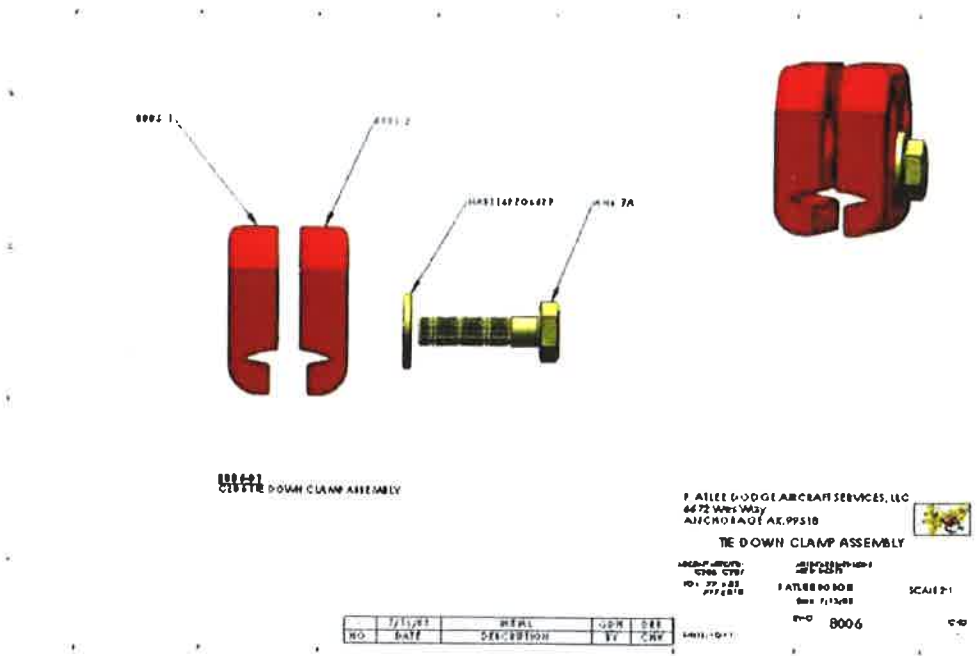
1. Modification Description

NOTE:
This modification is not intended to be used as a seat stop.

*Additionally the installation of this part is **not an alternate means of compliance** for AD 87-20-03 R2.*

The modification consists of fabrication and installation seat rail mounted cargo tie down clamp assembly for Cessna style seat tracks only.

1.1 Illustrated Parts List



Part Description	Part No.	Qty	Comment
Tie Down Clamp Half	8005-01	1	
Tie Down Clamp Half	8005-02	1	
Tie Down Assy with Hardware	8006-01	1	

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1.2 Model Applicability

The data presented in this Instruction for Continued Airworthiness (ICA) is intended to augment the information contained in the original aircraft maintenance manual or structural repair manual. Additional information on recommended best practices and acceptable methods, techniques can be obtained from FAA AC 43.13-1B/2A

Applicable Make / Model	TCDS
Cessna / 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, A150K, A150L, 150M, A150M	3A19
Cessna / FA150K, FA150L, FRA150L, FRA150M	A13EU
Cessna / 150, A152	3A19
Cessna / FA152, F152	A13EU
Cessna / 170, 170A, 170B	A-799
Cessna / 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S	3A12
Cessna / F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P	A4EU
Cessna / 175, 175A, 175B, 175C, P172D, R172F (USAF T-41D), R172G, R172H, R172J, R172K, 172RG	3A17
Cessna / 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K	5A6
Cessna / 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, R182, T182, TR182, T182T	3A13
Cessna / 185, 185A, 184B, 185C, 185D, 185E, A185E, A185F	3A24
Cessna / 190, 195 (LC-126A,B,C) 195A, 195B	A790
Cessna / 206, P206, P206A, P206B, P206C, P206D, P206E, U206, U206A, 206H, U206B, U206C, U206D, U206E, U206F, U206G, TP206A, TP206B, TP206C, T206H, TP206D, TP206E, TU206A, TU206B, TU206C, T206D, TU206E, TU206F, TU206G	A4CE
Cessna / 207, T207, 207A, T207A	A16CE
Cessna / 208, 208A, 208B	A37CE
Cessna / 210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A (205A)	3A21
Piper / PA31, PA31-300, PA31-325, PA31-350, PA31P-350, PA31P, PA31T, PA31TI, PA31T2, PA31T3	

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2. Installation and Removal Procedures

NOTE:
Consult Aircraft Manufacturers recommendations on the Cargo Tie Down Configuration.

THIS PRODUCT IS NOT TO BE USED AS A SEAT STOP.

2.1 Installation

The Tie Down Assy is a two piece clamp half with AN4 bolt in the center. Loosen the bolt and slip the Tie Down Clamp in the desired location. Tighten AN4-7A bolt to 30 In/lbs at minimum. Before attaching restraint straps inspect tie down clamp for security on track.

2.2 Removal

Remove the restraint strap and loosen AN4-7A bolt to remove the Tie Down Clamp from the seat rail.

Caution: Tie Down Clamps should be stowed in a secure location when not in use to prevent interference with flight controls in cockpit.

3 Maintenance

No repairs are authorized for this product.

3.1 Inspection Requirements

The tie down clamp is fabricated from aluminum using a steel bolt. Before each installation and removal, inspect the Tie Down Clamp Assy for corrosion, damage, and thread condition of the steel bolt. If no damage or corrosion is found, the Tie Down Clamp is acceptable and can be returned to service.

3.2 Working Load

The rated limit load (maximum allowable in service) is 750 lbs at a 45 degree angle from the horizontal seat rail. It is the pilot's responsibility to adequately secure the load in the aircraft prior to each flight. Refer to AFMS for proper procedures and tie-down planning.

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4. Airworthiness Limitations

This Airworthiness Limitations Section is FAA approved and specifies maintenance required under paragraphs 43.16 and 91.403 of the Federal Aviation Regulations unless an alternate program has been FAA approved. This modification does not affect the airworthiness section of the FAA Approved Maintenance Manual.

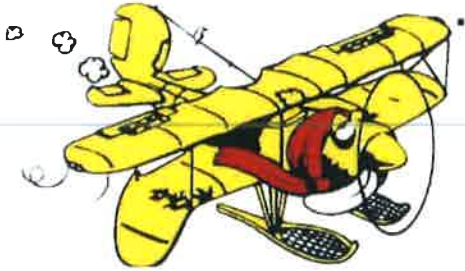
No additional airworthiness limitations have been imposed by this modification.

END

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PILOT LOADING REFERENCE

Cargo Tie Down

Cessna Aircraft Models 150, 152, 170, 172, 175, 180, 182, 185, 190, 195,
206, 207, 208, 210

Piper Aircraft Models PA-31

Document Number PLR-1004

REVISION HISTORY

Revision	Description	Date
0	Original Issue	06.Nov.09
A	Added C208 and PA-31Models	15.July.11

For updated revisions of this document it is the owner/operators responsibility to contact F. Atlee Dodge Aircraft Services, LLC. through our website or directly at the numbers given above.

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1 General:

The modification consists of fabrication and installation seat rail mounted cargo tie down clamp assembly for Cessna style seat tracks only.

NOTE:

This modification is not intended to be used as a seat stop.

2 Loading and Usage Instructions:

It is the pilot's responsibility to adequately secure the load in the aircraft prior to each flight.

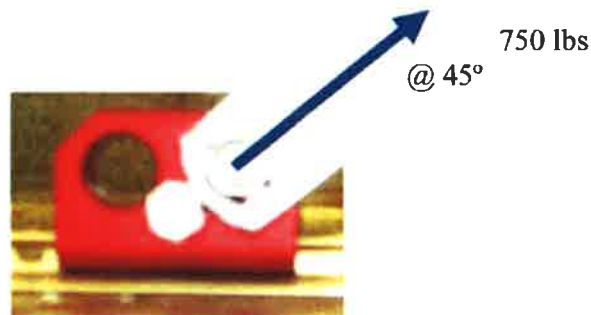
The rated limit load (maximum allowable in service) is 750 lbs at a 45° angle from the horizontal seat rails mounted to the floor. Accordingly, for the aircraft models approved a typical load scenario is shown.

For every 100 lbs of cargo a total of four (4x) cargo tie downs should be used. Two (2) will be used to secure the forward load, and two (2) to stabilize the load from rearward shifting. Two example configurations are shown.

The load should be secured for forward, sideward, upward and rearward loads. The requirements for cargo restraint are; Upward - 3.0, Forward - 9.0, Sideward - 1.5, Rearward - 0.

A strap, or cargo net, with a 1000 lbs working load should be used

A connection from the strap to the tie down , with a 1000 lbs working load, should be used.

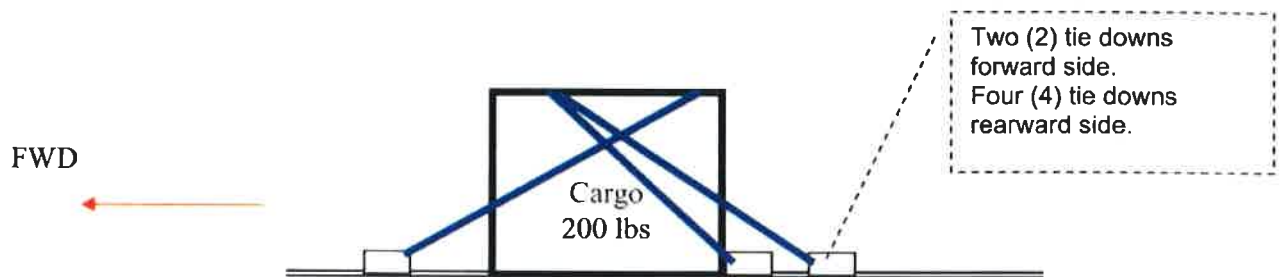


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Example 1: 100 lbs



Example 1: 200 lbs



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