

F. Atlee Dodge
Aircraft Services, LLC.

6672 Wes Way - Anchorage, AK 99518 - Phone: (907) 344-1755 - Fax: (907) 344-6720
Email: atleedodge@acsalaska.net - Website: www.fadodge.com

AIRCRAFT TIE DOWN BRACKET ASSEMBLY

FOR: PA-18

P/N: 3197

STC: SA02066AK

Supplemental Type Certificate

Number SA02066AK

This Certificate issued to F. Atlee Dodge Aircraft Service
P.O. Box 190409
Anchorage, AK 99519-0409

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product Type Certificate Number: 1A2
Make: Piper
Model: PA-18; PA-18S; PA-18"105" (Special);
PA-18S"105 (Special); PA-18"125"; PA-18S"125";
PA-18AS"125"; PA-18A; PA-18"135"; PA-18A"135";
PA-18S"135"; PA-18AS"135"; PA-18"150"; PA-18A"150";
PA-18S"150"; PA-18AS"150"

Description of Type Design Change: Fabrication of Aircraft Tiedown Bracket Assembly (P/N 3197) in accordance with F. Atlee Dodge Drawing No. 3197 dated 5/29/95, or later FAA approved revision, and installation in accordance with F. Atlee Dodge Drawing No. 3197A Sheet 1 dated 2-12-87 and Sheet 2 dated 2-21-87, or later FAA approved revision.

Limitations and Conditions: Compatibility of this design change with previously approved modifications must be determined by the installer.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: February 17, 1987

Date reissued:

Date of issuance: December 30, 1996

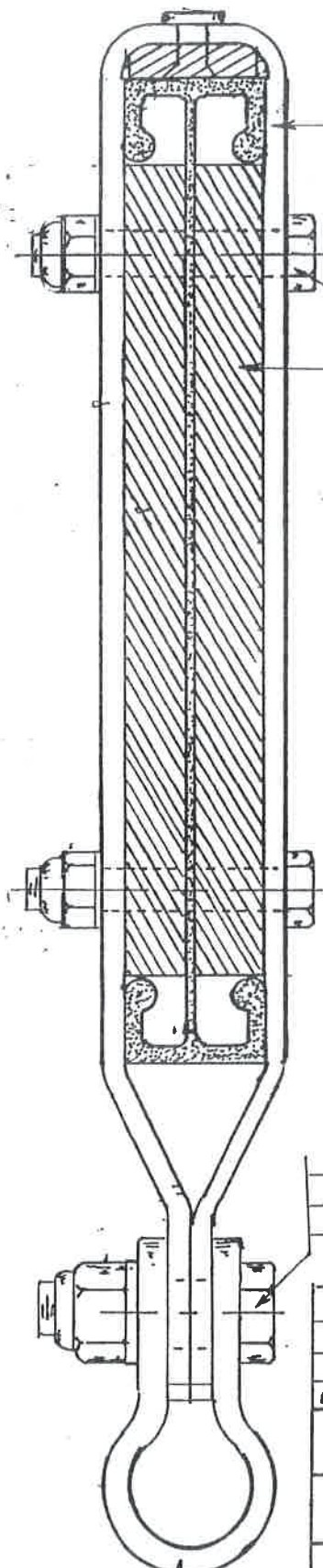
Date amended:



By Signature of the Administrator
REFERENCE
Michael K. Dahl
FOR SIGNATURE
Michael K. Dahl
Manager
Anchorage Aircraft Certification Office
USE ONLY
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 1 year, or both.

IS AUTHORIZED
TO INSTALL STC
ON A _____ MODEL _____
N _____
S/N _____
REFERENCE
USE ONLY
AUTHORIZED BY F. ATLEE DODGE
AIRCRAFT SERVICES LLC
SIGNATURE _____
(SIGNATURE MUST BE SIGNED IN GREEN INK
AND HAVE RAISED SEAL)



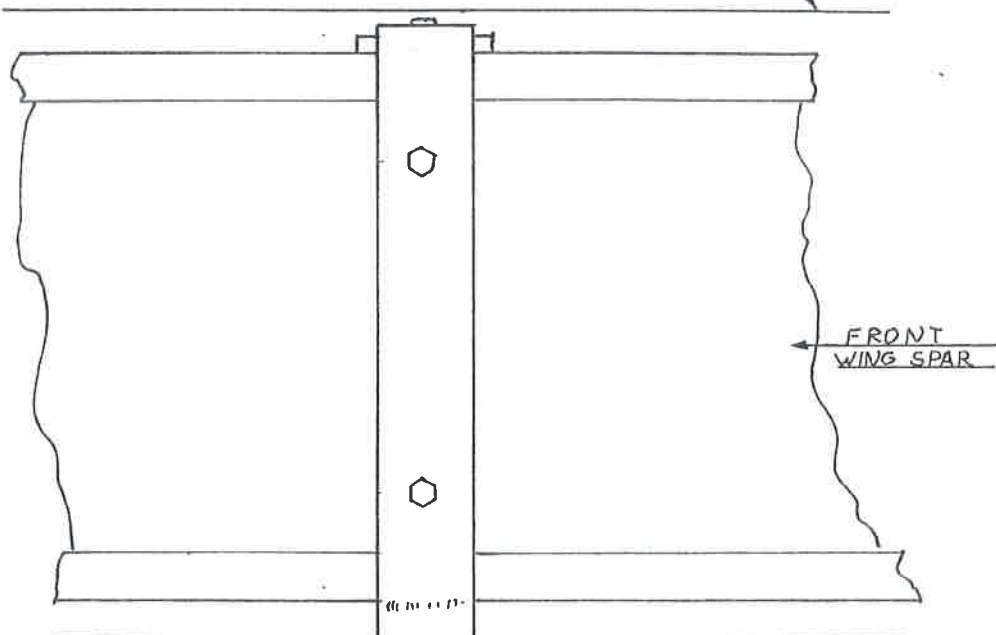
WING STA. 125 ± 1"

BRACKET

- AN 3-14A
- AN 960-10
- AN 365-1032
- TYP 2 PLACES
- AN 960-10 WASHERS QUANTITY AS REQUIRED.

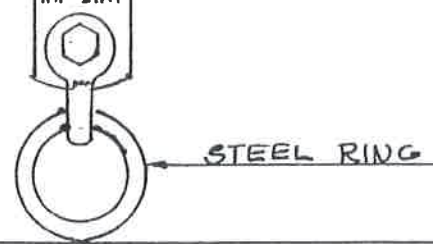
SPACER

FABRIC



FRONT WING SPAR

FABRIC



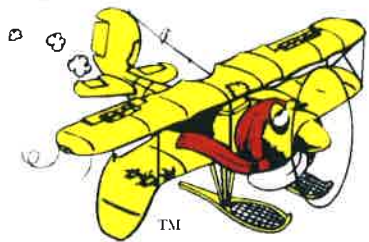
STEEL RING

- AN 6-11.A
- AN 960-616 AS REQ.
- AN 365-624

MS 20115-FB
SHACKLE & HARDWARE NOT INCLUDED IN KIT.

LET	DATE	DESCRIPTION	BY	APP
TOL		AIRCRAFT TIEDOWN BRACKET REFERENCE INSTALLATION		
SCALE				
F ATLEE DODGE P.O.B. 190409 ANCHORAGE, AK. 99519		2-12-87 F Atlee Dodge	DWG	CHG.
		3197A	SHEET 1 OF 2	

**REFERENCE
USE ONLY**



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February 21, 1987

3197 A Sheet 2 of 2

INSTALLATION INSTRUCTIONS FOR:

F. ATLEE DODGE AIRCRAFT TIEDOWN BRACKET ASSEMBLY

FOR: PA-12, PA-18

P/N: 3197

1. Location of the aircraft tie down bracket to be installed on the wing front spar wings, PA-11 and PA-18's. Measure outbound from the first rib 125".
2. Locate the PA-12 and 14 aircraft tie downs, outboard of the first rib outboard of lift strut attach.
3. Cut access in upper wing skin large enough to gain access to install bracket over the spar. A small cutout in the lower skin is necessary to allow tie down bracket to protrude through the wing lower surface. To gain access through lower surface of the wing is through existing inspection holes, or an additional inspection hole may be installed.
4. Install the tie down by spreading the bracket and straddling the spar. Install the spacers between the bracket and the spar web, front and rear.
5. Align previously drilled holes and install the bolts, nuts and washers. Torque to 25/30 lbs.
6. For spars not previously drilled, use the aircraft tie down bracket as a drill guide using a #11 drill.
7. If a shackle AN-155-8 & ring are to be installed, install AN6-12 bolt, nut and washer. Tighten so the bracket closes and shackle is only snug. (Not supplied in kit.)
8. Install a fabric repair cutout in the upper skin surface. Suggest a reinforcing doubler to be installed around the tie down bracket on the lower skin. Use a fabric or plastic doubler. Refer to AC43.13 A, Section 2 and 3 for fabric and doping process.
9. Make proper log book entry, fill out FAA Form 337. Negligible weight and balance change.