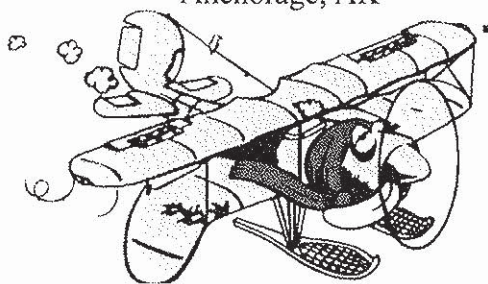


F. Atlee Dodge Aircraft Services, LLC.  
Anchorage, AK

Cargo Tie Down  
Pilot Loading Reference



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### Pilot Loading Reference

#### Cargo Tie Down

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

**RETAIN THIS DOCUMENT WITH THE AIRCRAFT RECORDS**

**Document Number: PLR-1004**

#### REVISION HISTORY

Revision	Description	Date
0	Original Issue	06.Nov.09

**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 pilots responsibility to adequately secure the load in the aircraft prior to each flight.

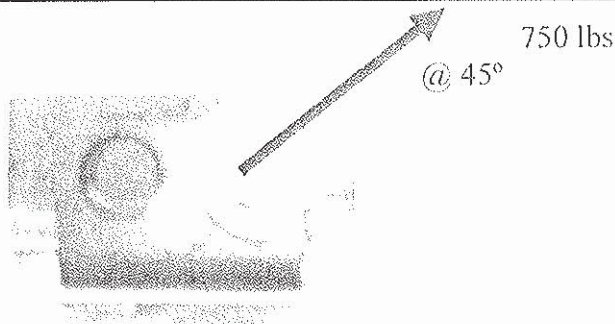
The rated limit load (maximum allowable in service) is 750 lbs at a 45 degree angle from the horizontal seat rails mounted to the floor. Accordingly, for the aircraft models approved a typical load scenario is shown.

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 or 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.**

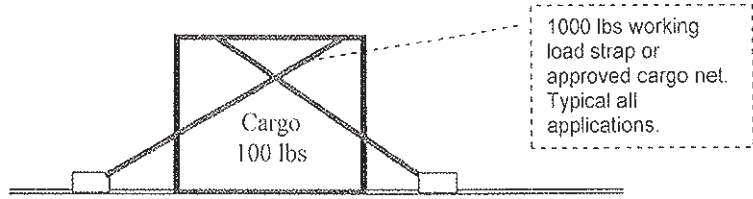
**A connection from the strap to the tie down, with a 1000 lbs working load, should be used.**



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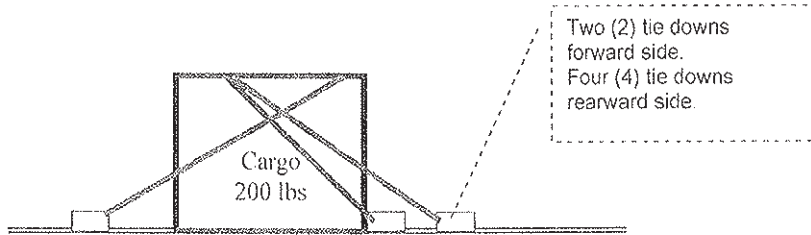
Example 1: 100 lbs

FWD



Example 1: 200 lbs

FWD



----- END -----

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