

TIEDOWN TIDBITS

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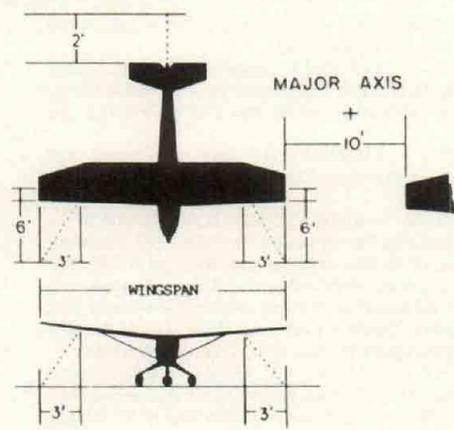
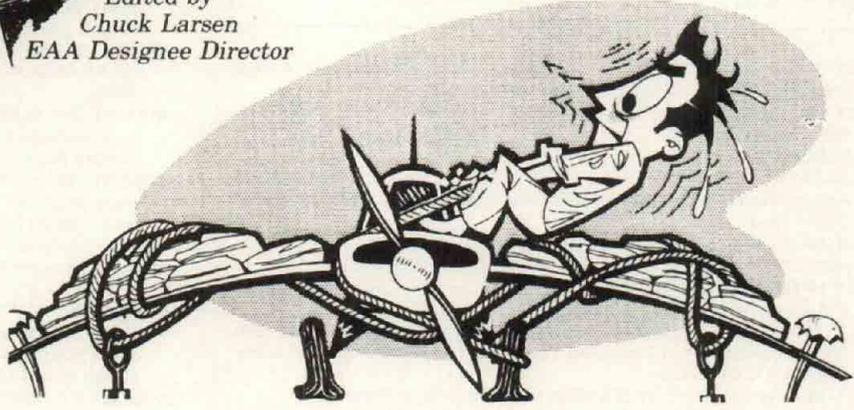


Figure 1

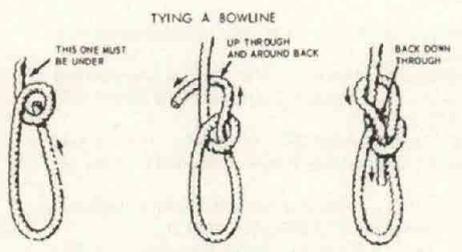


Figure 2

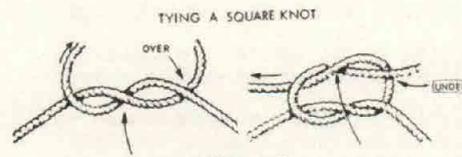


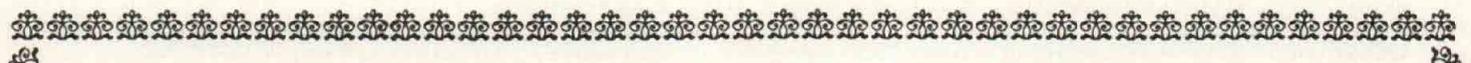
Figure 3

ALL OF OUR aircraft represent a considerable investment in both time and money. In the case of an amateur-built or restoration values cannot be measured on a clock face or the dollars invested as a project is planned, produced and presented to the world. Craftsmanship, inspection, airmanship and safety are by-words as we pursue our personal dreams of flight. These dreams can be shattered in only a moment of time by a gust of wind that would be hardly noticed at another time or place. The glittering jewel of your creation is a danger to itself and others of its kind if it isn't hanged or securely tied down at anytime it is unattended. A good tiedown kit is the least expensive - most effective protection you can carry in your aircraft. FAA Advisory Circular 20-35C, TIEDOWN SENSE, offers the following tips applicable to portable tiedowns for single engine aircraft.

1. Use control surface locks, set and lock wheel brakes and place chocks fore and aft each wheel.
2. Tiedown anchors and ropes should provide a minimum holding power (strength) of 3,000 pounds each.
3. Secure to aircraft using tiedown rings or fittings allowing about one inch of movement.
4. Each wing and the tail should be tied to ground anchors. The tail tiedown line should form an approximate 30° angle with the ground. The wing tiedowns should go forward of the wing forming an approximate 30° angle with the ground and 30° angle outboard from a longitudinal line passing through the point on the wing where it is tied. (See figure 1)
5. When securing an aircraft with rope (and most of us do) use bowline or square knots. (See figures 2 & 3)

LET NOT YOUR CRAFT REMAIN UNSECURED LEST THE WINDS CARRY IT TO THE SKY AND DASH IT TO THE EARTH.

EAA requires all aircraft to be securely tied down at its events. Wouldn't it make good sense for you to adopt a "shut down" "tiedown" sequence to your checklist?



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