

TITLE MODIFICATION TO SKI RETRACT ASSIST UNIT BEACH 18 WHEEL-SKI		CLASS NO. 14395	ISSUE D	FILE CODE 112 -24
EFFECTIVE AS NOTED				
DWS. NO.		DISTRIBUTION— A—ACTION B—INFORMATION		
W/O NO.		TO A B		
SUBMITTERS ORDER NO.		C DESIGN D A/O E F G		
CUSTOMER		H I J K L M N O P Q		
TYPE OR MODEL BEACH 18 SKI-PLANE		A/O PLANT'S MARKS "		
SUBCRAFT REGISTRATION NO.		MATERIAL A/O CMT.		
DATE 24 FEB '65		MOUNT. SUFT. SALES/CONT.		
DRAWING NO.		INSPECTION R.O.A.P.		
REVISIONS		TEST FLIGHT ENG. CONTROL		
CUSTOMER		DOT		
PURCHASER				

PART NAME	ORIGINATED BY Goertzen	DISPOSITION OF STOCK		DATE FINAL ENG.
		IN STOCK	AS BUILT	
CHECK BLOCK/ APPLIED				
POST- COMPLETED				
PARTS IN PROCESS				
TOOLING				
RAW MAT'L				
INTERCHANGEABILITY APPLIED				
YES <input checked="" type="checkbox"/>				
NO <input type="checkbox"/>				
YES <input type="checkbox"/>				
NO <input type="checkbox"/>				
STRENGTH APPLIED				
YES <input type="checkbox"/>				
NO <input type="checkbox"/>				
APPROVALS	<i>[Signature]</i>			
ENGINEERING CONTRACTS ADMIN.				
GIVE FULL PARTS/LIST AND CHECK WHERE APPLICABLE				

To reduce the risk of malfunction of the retract assist unit from cable snagging, fouling, jamming, icing or other causes, the following inspections and modifications must be made.

1. Un-rip and un-lace the canvass snow boot and remove any screws necessary to expose the retract assist unit (located in the in-board aft end of the L.H. and R.H. nacelles).
2. Check the clearance between the drum and the cable keeper for one complete revolution of the drum (the keeper is located under the edge of the drum frame where the cable leaves the drum (lower side on the L.H. drum and upper side on the R.H. drum), with the drum wedged over as far as it will go toward the housing plate at its large diameter, the keeper clearance must not exceed .100 inches nor be less than .060 inches for one complete revolution of the drum. With the drum wedged in the opposite direction the clearance must not be less than .030 inches for one complete revolution. (the drum may be rotated by pitching the ski tip down while in the wheel-landing condition). If necessary, local dressing of the crests on the drum by filing or grinding is permissible in order to meet these tolerances. All dressed edges must be round. Inspect for, and dress smooth, any nicks or surface irregularities which could lead to snagging, punching, fouling or chafing of either the cable or the keeper to be installed in Para. 3.
3. Install an additional cable keeper as shown in Fig. 1. This additional keeper must be adjusted to the same tolerances as in Para 2.
4. Install the retaining screw for the cable tensioning bolt as

NA TO E27

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MODIFICATION TO SKI RETRACT ASSIST UNIT
BEECH 18 WHEEL-SKI

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B

4. Cont'd
shown in Fig. 2.
5. Re-attach, zip and lace up the canvass boot.
6. Daily inspection of the retract assist unit is required for the purpose of detecting and removing ice in the cable grooves of the drum.
7. A plastic window may be installed in the boot to facilitate inspection.
8. Bristol inspection certification is required per D.O.F. letter dated Feb. 23, 1965.
9. Applicable to aircraft CF-PFC, TAV, TIA and OWU only.

ISSUE 'B' - E.M. re-written to eliminate two cable keepers.

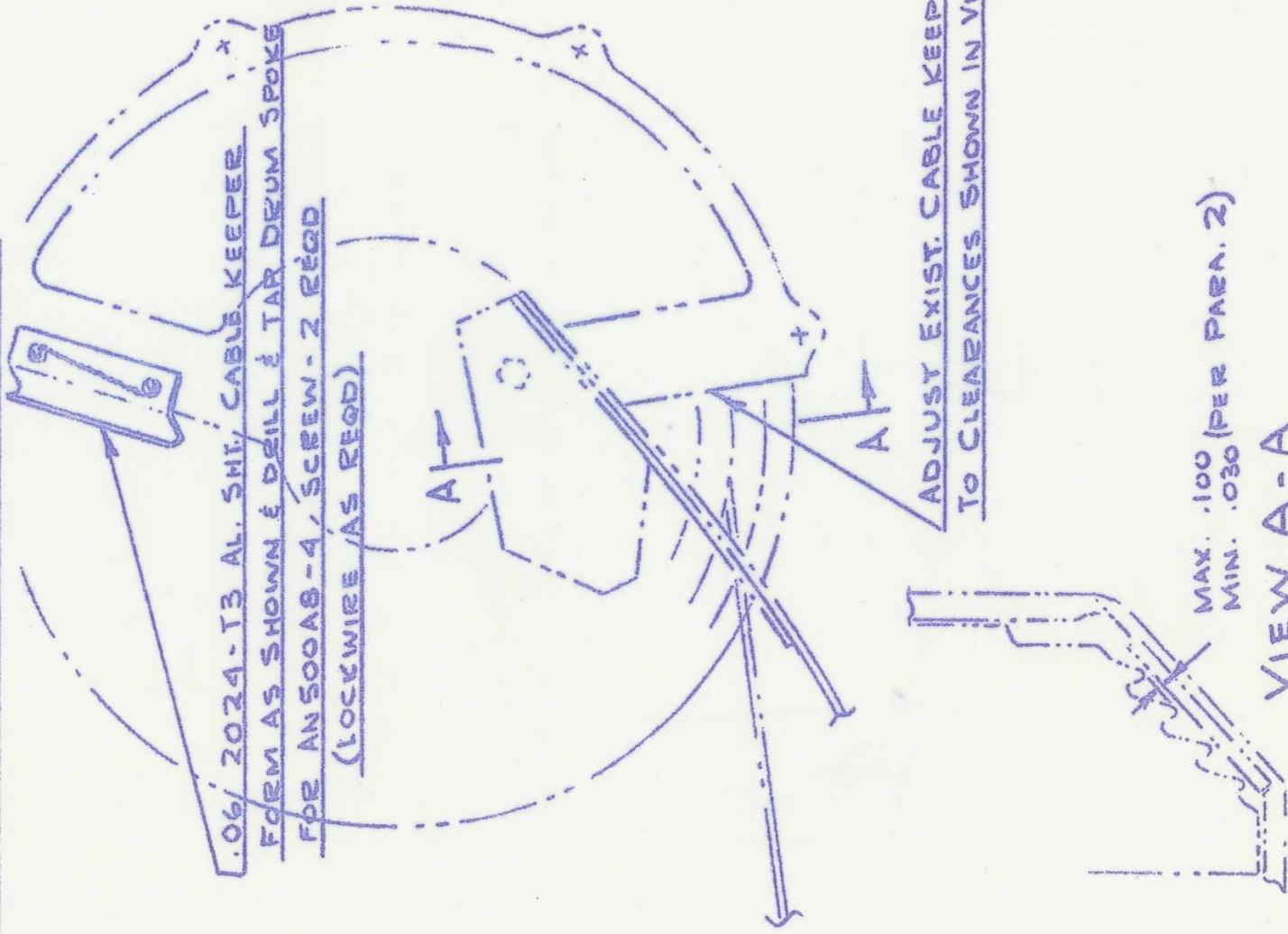
ENGINEERING MEMORANDUM

TITLE

MODIFICATION TO SKI
RETRACT ASSIST UNIT
BEECH 18 WHEEL-SKI

E.M. No.

14395



MAX. .100 (PER PARA. 2)
MIN. .030

VIEW A-A

FIG. 1.