

**AA-5 SERIES
MAINTENANCE MANUAL**

CHAPTER 7

LIFTING & JACKING

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LIFTING AND JACKING POINTS

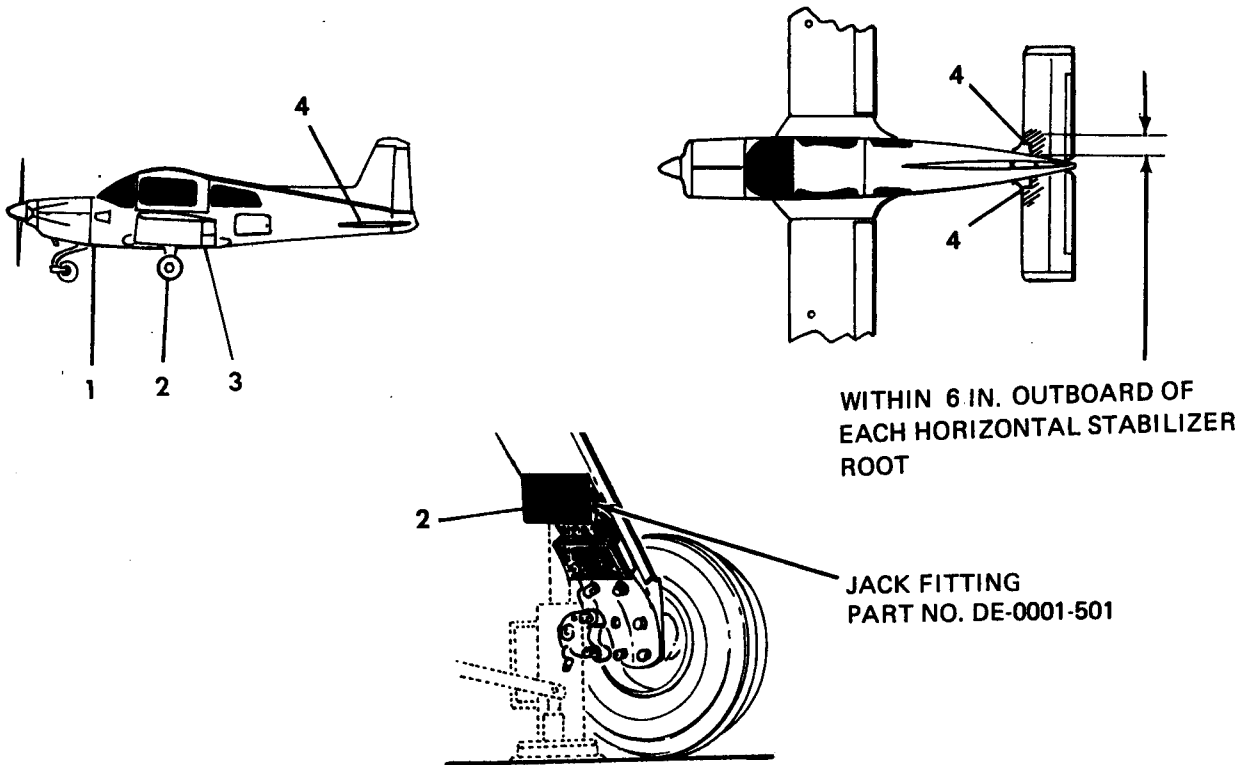
1. **General**

This section identifies and locates on illustrations those points that may be used when lifting or jacking of the aircraft is required. Reference is also made to Paragraph 7-3 to indicate what special lifting, jacking, or shoring equipment may be used at each lifting or jacking point.

2. **Lifting and Jacking Points**

The lifting and jacking points for the AA-5, AA-5A, and AA-5B aircraft are shown in Figure 1.

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1. Front Lifting Point — Fuselage Station 51.

NOTE: The jack fitting is not permanently installed. It is a “slip on” fitting, that can be used only on AA-5 aircraft manufactured prior to 1975.

2. Landing Gear Jacking Point — On Gear Strut of Aircraft with Jack Fitting (Part No. DE-0001-501) installed.
3. Aft Lifting Point — Fuselage Station 125.
4. Empennage Lifting Point — Within 6 inches of the horizontal stabilizer root.

Lifting and Jacking Points
Figure 1

LIFTING AND JACKING PROCEDURES

1. General

This section provides the recommended procedures for lifting and jacking the aircraft to accomplish maintenance and inspection procedures. Since lifting and jacking of aircraft can be accomplished by a wide variety of procedures, depending primarily upon the equipment available, these procedures provide general instructions that can be modified as necessary by the user, in light of his equipment availability.

2. Lifting Procedures

A. Lifting the nose landing gear is accomplished as follows:

CAUTION: IF A STAND IS USED TO SUPPORT THE FORWARD FUSELAGE WHEN THE NOSE GEAR IS LIFTED, ENSURE THAT THE BEARING SURFACE OF THE STAND EXTENDS THE WIDTH OF THE FUSELAGE AND THAT THE SURFACE IS AT LEAST 4 INCHES WIDE. THE LOAD BEARING SURFACE SHOULD BE COVERED WITH PADDING OR HARD FOAM RUBBER. THE STAND MUST BE CAPABLE OF SUPPORTING 1500 POUNDS.

(1) Engage the parking brake or place chocks around both main landing gear.

CAUTION: WHEN THE NOSE OF THE AIRCRAFT IS RAISED, ENSURE THAT THE TRIM TAB AND FUSELAGE DO NOT STRIKE THE GROUND. DO NOT PRESS DOWN ON THE OUTBOARD END OF THE HORIZONTAL STABILIZER.

(2) Press down on the horizontal stabilizer in the area of the stabilizer front spar, and within six inches of the fuselage. (See Figure 1, Section 7-0.)

(3) While holding the aircraft tail down, slide a stand (approximately 30 inches high) beneath the Fuselage Station 51, immediately behind the torque tube center bearing mounting bolts.

(4) Slowly lower the nose on to the stand by releasing downward pressure on the horizontal stabilizer.

B. Lifting the entire aircraft is accomplished as follows:

(1) Lift the aircraft nose and place the forward stand as described in Paragraph A.

(2) Secure a second stand of the same height and load-bearing capability as the one under the forward fuselage.

NOTE: The aft Fuselage requires a lifting force of approximately 500 pounds to lift it sufficiently for the stand to be placed under the fuselage.

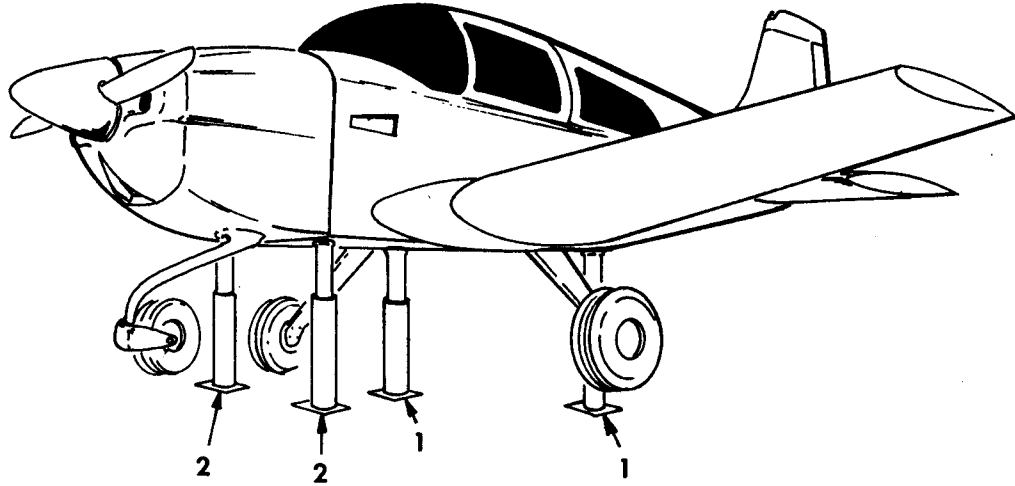
(3) Manually lift the aft fuselage, and slide the stand under the fuselage at Fuselage Station 125.

(4) Lower the aircraft on to the stand.

3. Jacking Procedures

A. Jacking of the main landing gear can be accomplished on aircraft manufactured prior to 1975 by installing for use with a small jack, jack fittings (Part No. DE-0001-501). Jacking is done by placing a jack, as shown in Figure 1, Section 7-0, and jacking the aircraft up. If jack fittings are not used, the aircraft can be jacked as shown in Figure 1.

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1. Place jacks beneath aft fuselage at Fuselage Station 125 on each side of fuselage.
2. Place jacks beneath fuselage at Fuselage Station 51, on each side of fuselage.

**Jacking Arrangement
Figure 1 |**