



Aircraft Jacking Solutions

Important Safety & Use Procedures

Routine maintenance and inspections of aircraft are essential, and the Cappycog Aircraft Jack is an important tool to complete those tasks. To prevent accidents, injuries or costly damage to the aircraft, there are safety procedures that should be followed when operating the Jack.

Jacking procedures and safety precautions vary by aircraft. Below are the general jacking safety procedures. Consult your aircraft and aircraft jack manuals for specific maintenance and safety procedures.

Understand the Basic Rules of the Cappycog Aircraft Jack

Read this first!

- Never put your hands between the aircraft and the jack pad.
- Never work or place body parts under elevated loads or main gear axel while supported only by this jack system.
- Aircraft jacks should always be used on level surface inside a hanger.
- Do not enter aircraft while using jacking system.
- **Do not lift aircraft using only one jack pad!** The jack system is designed for balanced loads only. Failure to follow this warning may lead to aircraft damage or personal injury.
- No alterations shall be made of this jack system.
- Do not adjust the jack hydraulic safety valves.
- Do not exceed rated jack system **capacity of 3,800 pounds.**
- Be aware of all aircraft surroundings while lifting to avoid conflicts with aircraft wings or tail from contacting adjacent aircraft, shop ceiling, etc.

- Lift main gear wheels only enough (roughly 3-4 inches) to permit the work activity then slightly lower the jack to ensure the safety stop is fully engaged into the ratchet bar as detailed in instructions.
- Do not move or dolly aircraft while lifted on jack.
- Pad location for lifting specific aircraft models must be in accordance with jack operating manual. **Failure to comply may result in damage to aircraft.**
- Keep clear of load while lifting or lowering, always lower loads slowly.
- Always place a suitable safety support under the axel following wheel removal.

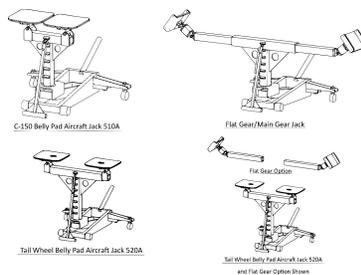
Inspect and Test Aircraft Jack Before Use

Before using the Aircraft Jacking Solutions jack, a five-point inspection is recommended and includes the following:

1. Check for any bent or stressed components.
2. Verify hydraulic fluid level is full and top off if required as detailed below.
3. Remove hydraulic jack access cover and hydraulic fill plug, turn handle counterclockwise and pump handle to remove potential air bubbles. Fill reservoir to top with handle in full down position. Replace plug and access cover.
4. Check welded joints for signs of fatigue.
5. Make sure there are no missing, loose or damaged components or parts.
6. Examine the condition of the safety bar.

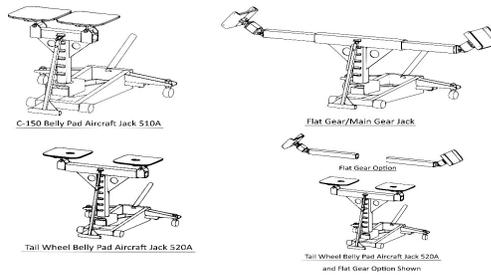
Use Proper Jacking Points

Depending on the jacking system you use i.e. belly pad vs flat gear pads the following lift points should always be insured to mitigate a potential safety incident or damage to the aircraft.



Belly pads: Center the “T” stand (arrow) below the aircraft’s longitudinal centerline and extend slide tubes equally to place pads equally inboard between landing gear legs roughly 1-2 inches from where the legs enter the fuselage and aligned

directly under the gear box structure.



Flat gear leg pads: Center the “T” stand (arrow) below the aircraft longitudinal centerline and extend each slide tubes equally to place the flat gear leg pad roughly 5-6 inches down the gear legs.

The precautions, warnings and instructions discussed above cannot cover all possible conditions and situations that may occur. The operator must understand that common sense and caution are factors which cannot be built into this jack but must be supplied by the operator.