KSSU Group

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CHAPTER 08 - LEVELING AND WEIGHING

TABLE OF CONTENTS

LEVELING AND WEIGHING - MAINTENANCE PRACTICES

1. General
   A. This procedure contains two tasks.
      (1) The first task is to use the leveling scale and a plumb bob for the primary leveling and weighing of the airplane.
      (2) The second task is to use the inclinometers for the secondary leveling of the airplane.
   B. The airplane has two types of leveling indicators in the wheel well of the right body landing gear. It has a plumb bob scale and the lateral and longitudinal inclinometers (Fig. 201). You use these leveling devices when you make the airplane level for general maintenance. Do not use the inclinometers to make the airplane level if you will weigh the airplane.
   C. When you must accurately level the airplane to make sure the airplane is aligned and other critical equipment installations, refer to SRM 51-60-00, Alignment Check Procedures in the Structural Repair Manual.
   D. To weigh the airplane, refer to the airplane Weight and Balance Control and Loading Manual (D043U400).

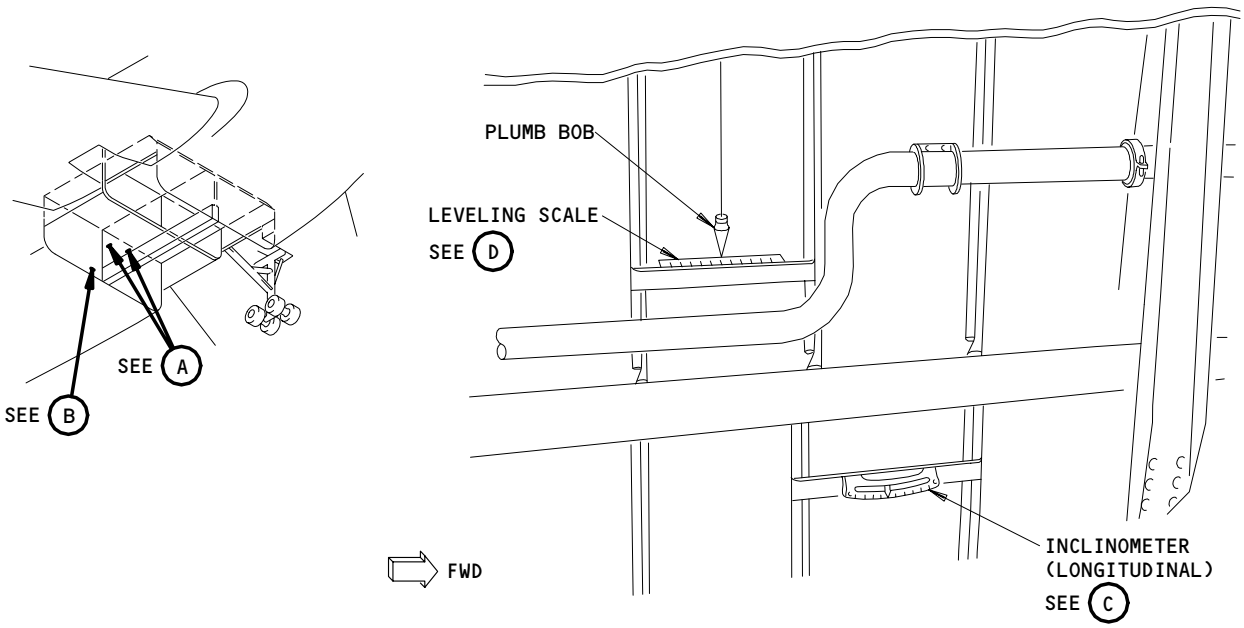
TASK 08-00-00-862-001

2. Primary Leveling and Weighing
   A. Standard Tools and Equipment
      (1) Plumb Bob and Suitable Cord
   B. References
      (1) AMM 07-11-01/201, Jacking Airplane
      (2) AMM 09-11-00/201, Towing
      (3) AMM 12-15-03/301, Wing Landing Gear Shock Strut
      (4) AMM 12-15-04/301, Body Landing Gear Shock Strut
      (5) AMM 12-15-05/301, Nose Landing Gear Shock Strut
   C. Make the Airplane Level with a Plumb Bob (Fig. 201)

      S 862-002
      (1) Park the airplane in as level a position that is possible (AMM 09-11-00/201).

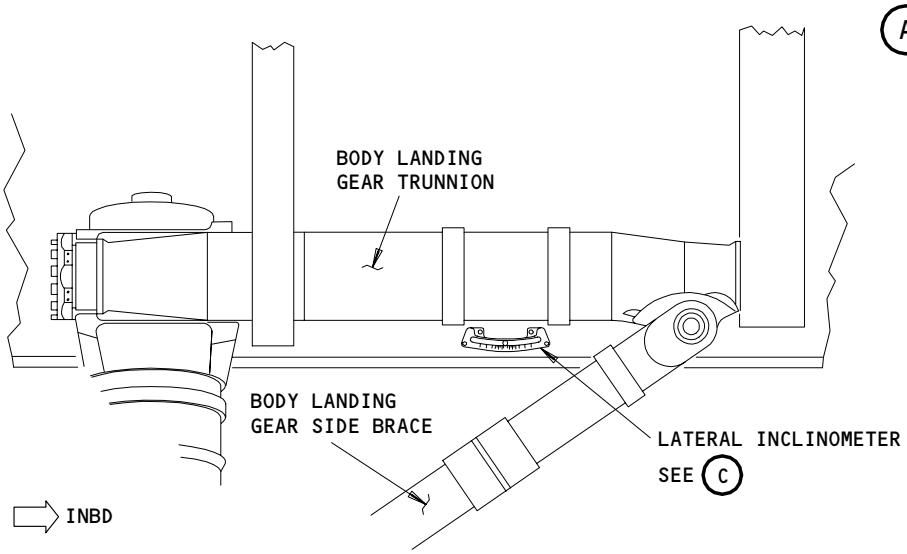
      S 582-003
      (2) Make the airplane level.
         (a) Hang a plumb bob to the fitting in the wheel well of the right body landing gear.

            NOTE: The bracket for the plumb bob fitting is attached to the airplane structure directly above the leveling scale.



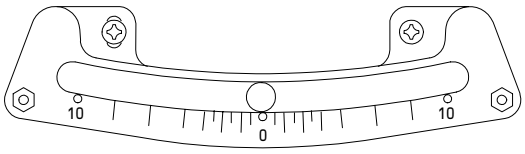
LONGITUDINAL INCLINOMETER AND LEVELING SCALE

A



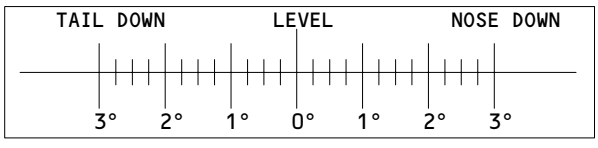
LATERAL INCLINOMETER

B



INCLINOMETER

C



LEVELING SCALE

D

Level Airplane Using Inclinometer
Figure 201

(b) If the plumb bob is not at zero on the leveling scale, adjust the pitch and the lateral attitude until it shows zero:

WARNING: DO NOT SUPPLY MORE THAN 2000 PSI OF PRESSURE TO THE MAIN LANDING GEAR AND THE NOSE LANDING GEAR. TOO MUCH PRESSURE CAN CAUSE DAMAGE TO THE SHOCK STRUT AND INJURY TO PERSONS.

1) The first procedure is to inflate or deflate the applicable shock strut of the landing gear (AMM 12-15-03/301, (AMM 12-15-04/301, (AMM 12-15-05/301).
2) The second procedure is to lift the airplane on jacks at the jack points I, II, and III (AMM 07-11-01/201).

TASK 08-00-00-582-006

3. Secondary Leveling

A. References
(1) AMM 07-11-01/201, Jacking Airplane
(2) AMM 09-11-00/201, Towing
(3) AMM 12-15-03/301, Wing Landing Gear Shock Strut
(4) AMM 12-15-04/301, Body Landing Gear Shock Strut
(5) AMM 12-15-05/301, Nose Landing Gear Shock Strut

B. Make the Airplane Level with the Inclinometers (Fig. 201)

NOTE: Do not use the inclinometers to make the airplane level if you will weigh the airplane.

S 582-007

(1) Park the airplane in as level a position that is possible (AMM 09-11-00/201).

S 582-008

(2) Make the airplane level.
(a) Look at the position of the ball in the inclinometers.
(b) If the ball is not at the center of the inclinometer, adjust the pitch and the lateral attitude until it shows zero:

WARNING: DO NOT SUPPLY MORE THAN 2000 PSI OF PRESSURE TO THE MAIN LANDING GEAR AND THE NOSE LANDING GEAR. TOO MUCH PRESSURE CAN CAUSE DAMAGE TO THE SHOCK STRUT AND INJURY TO PERSONS.

1) The first procedure is to inflate or deflate the applicable shock strut of the landing gear (AMM 12-15-03/301, (AMM 12-15-04/301, (AMM 12-15-05/301).
2) The second procedure is to lift the airplane on jacks at the jack points I, II, and III (AMM 07-11-01/201).