



www.JetGuys.co

WORKING ON THE FUSELAGE

One obstacle to working on airplanes is getting to where you can do the task at hand. We find it easier for a lot of the work in the fuselage is to simply turn it on its side. **How? Glad you asked.**



Put the nose gear up so the nose is on the ground laying on a piece of carpet. We use an engine hoist attached to the engine mount with a piece of rope or a strap. You could also just wrap rope all the way around the aft end of the fuselage if necessary without the engine mount.

www.JetGuys.co | 901-475-3686 | jetguys@yahoo.com

Covington Municipal Airport 169 Parkway Dr. Covington, TN



www.JetGuys.co



The engine hoist is because we are a bunch of old farts who use leverage instead of raw muscle.

Now you can rotate the fuselage on its nose, which is the easy way.....or put a saw horse at the nose with the nose gear extended and rotate the fuselage onto the saw horse.....this takes more help and muscle.

Put a piece of scrap foam on the ground so when you rotate the fuselage on its side the center section spar will rest on it and not "bruise" what's on the end of the center section. If the spar is not in the fuselage yet...even better. Just put a saw horse near the aft end of the fuselage and rotate the fuselage onto it.

We keep the hoist attached just for stability while we air on it.

www.JetGuys.co | 901-475-3686 | jetguys@yahoo.com

Covington Municipal Airport 169 Parkway Dr. Covington, TN



www.JetGuys.co

Now you can work away on the inside sides of the fuselage without constantly bending over the side.

Tends to make doing hard point lay ups and attachment easier, side arm rest and so on.

One word of caution.....ceiling. Make sure you have enough clearance to clear the ceiling where you are to rotate the fuselage.