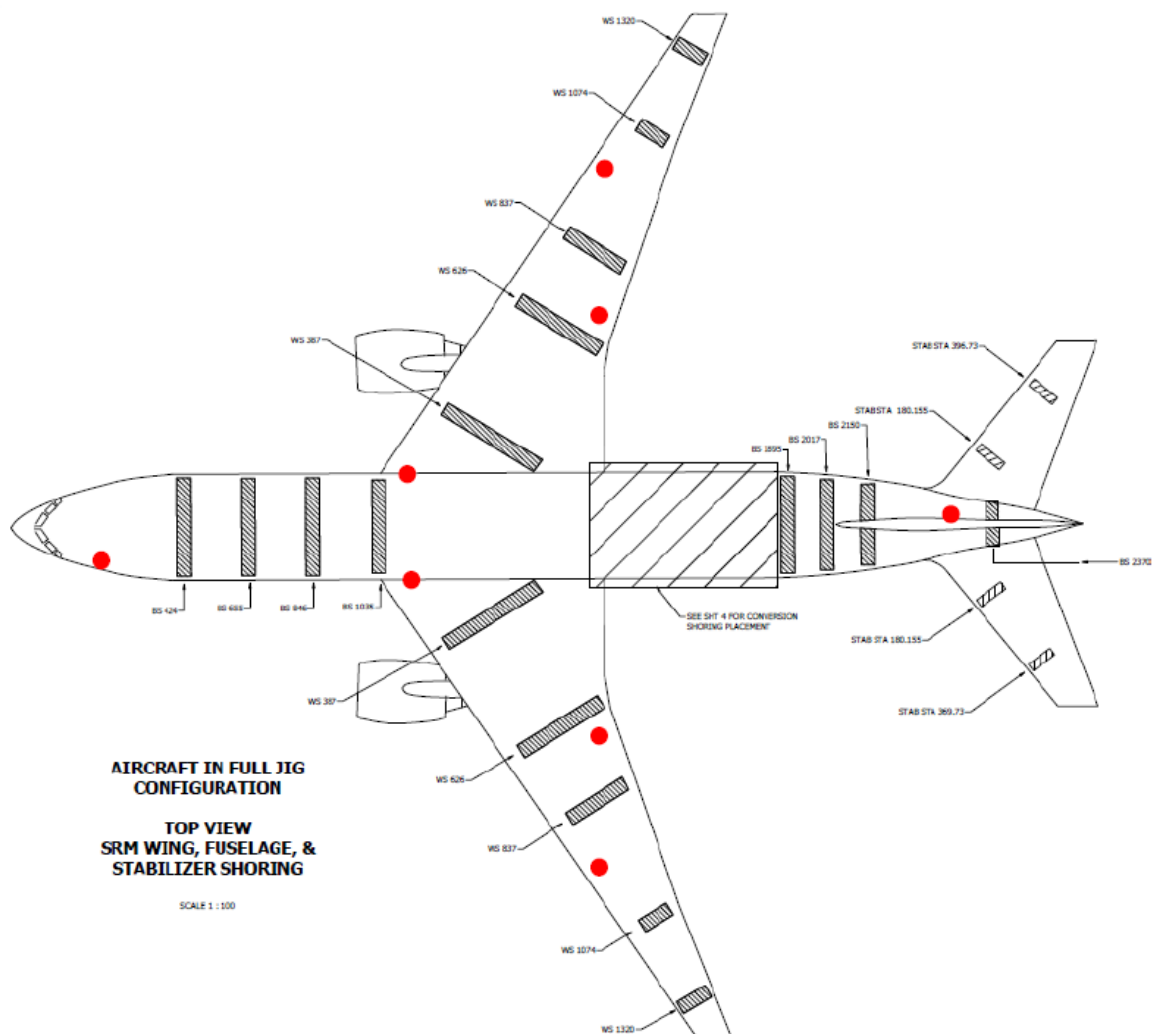
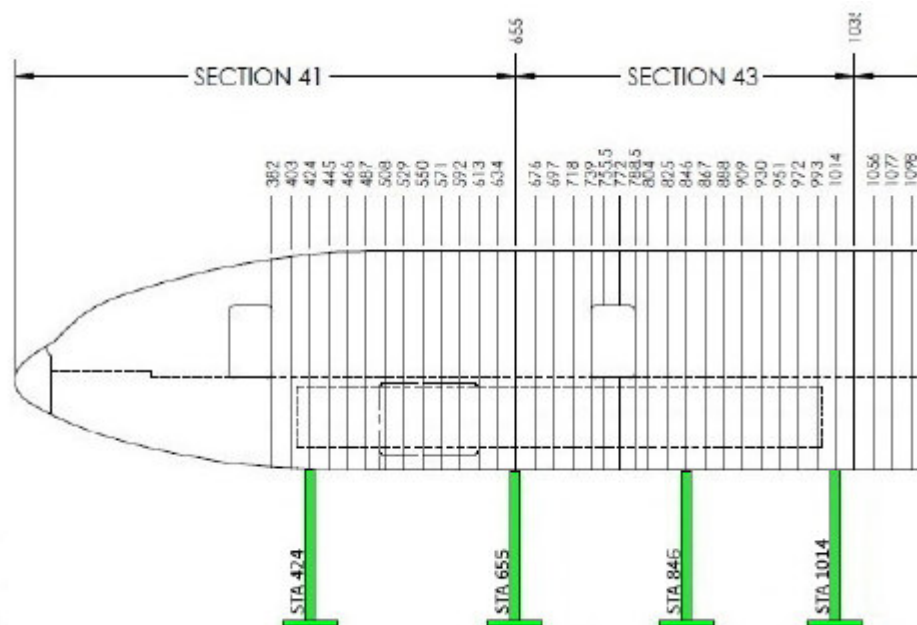
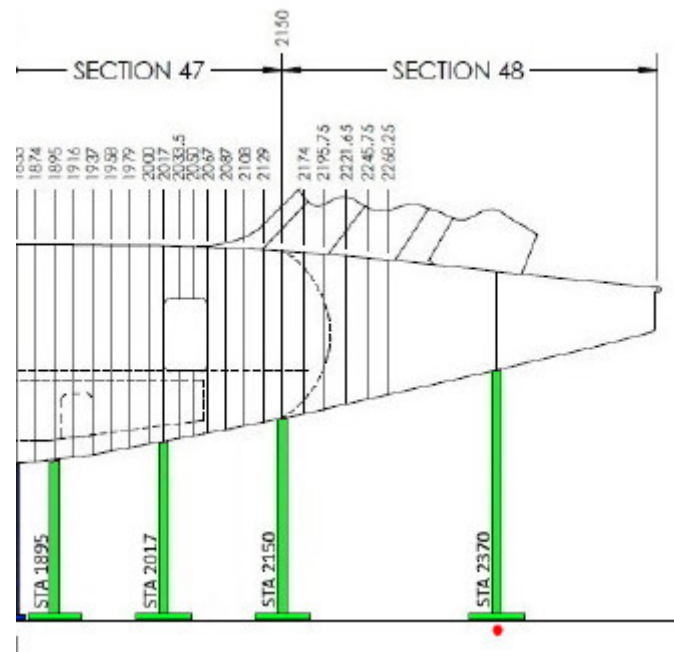




**AIRCRAFT IN FULL JIG
CONFIGURATION**
TOP VIEW
**SRM WING, FUSELAGE, &
STABILIZER SHORING**

SCALE 1:100





Fuselage Location (Qty 08 Cradle Assy)

1. STA 424
2. STA 655
3. STA 846
4. STA 1014
5. STA 1895
6. STA 2017
7. STA 2150
8. STA 2370

SUPPLEMENTARY SUPPORT LOCATION ³	MAXIMUM PERMITTED LOAD IN JIG POSITION
WITHIN THE CONSTANT SECTION (BS 487.0 TO BS 1832.0)	²

SUPPLEMENTARY SUPPORT LOADS

SUPPLEMENTARY SUPPORT LOCATION	PERMITTED SADDLE LOAD IN JIG POSITION ⁴	PERMITTED ALTERNATIVE SUPPORT WING LOADS AT FRONT AND REAR WING SPARS ⁴
BODY STATION 2370	40,000 POUNDS	-----
WING STATION 387, RIB 8	16,000 POUNDS	8,000 POUNDS
WING STATION 626, RIB 17	8,600 POUNDS	4,300 POUNDS
WING STATION 837, RIB 25	5,600 POUNDS	2,800 POUNDS
WING STATION 1074, RIB 34	3,400 POUNDS	1,700 POUNDS
WING STATION 1320, RIB 43	2,000 POUNDS	1,000 POUNDS
STAB STA 180.155, RIB 5	1,800 POUNDS	-----
STAB STA 369.730, RIB 13	1,500 POUNDS	-----

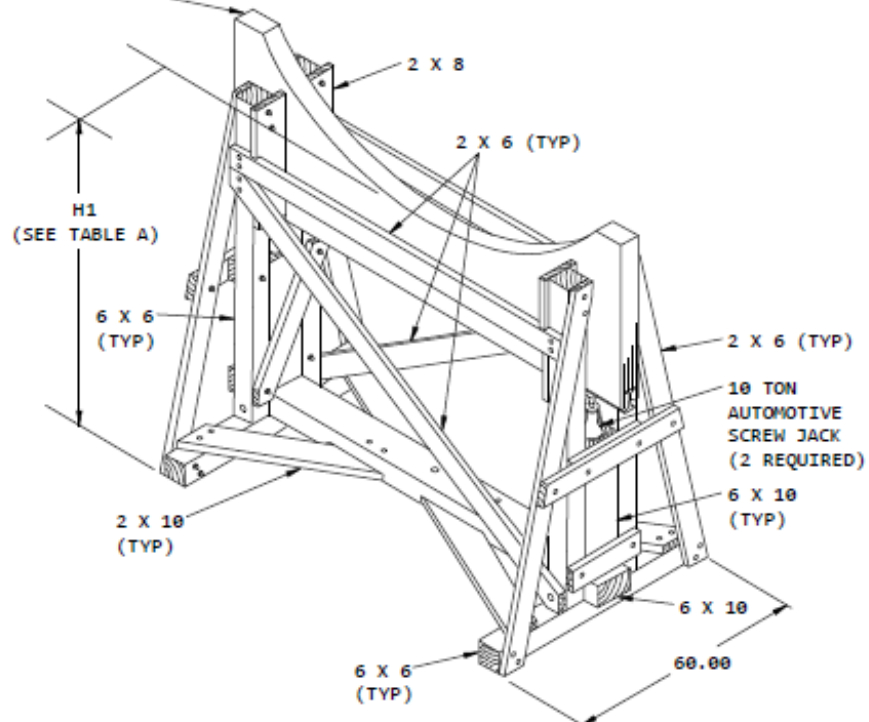
SUPPLEMENTARY SUPPORT LOADS

NOTES

- ¹ EXAMPLE LOCATION.
- ² FOR THE CONSTANT SECTION (BS 487 TO BS 1832) CRADLES MAY BE CENTERED ON ANY FRAME AND LOADED TO A MAXIMUM OF 10,000 POUNDS FOR EACH FRAME OR TO 7,500 POUNDS FOR CRADLES CENTERED ON ADJACENT FRAMES. DO NOT APPLY MORE THAN 40,000 POUNDS TOTAL LOAD FOR EITHER OF THE FORWARD FUSELAGE OR THE AFT FUSELAGE. USE AS FEW OR AS MANY CRADLES AS NECESSARY IN THIS SECTION.
- ³ NO SUPPLEMENTARY SUPPORTS ARE PERMITTED IN SECTION 48 AFT OF BS 2150 OTHER THAN AT BODY STATION 2370.0
- ⁴ YOU ARE PERMITTED TO APPLY LOADS TO THE SUPPORTS UP TO 20% MORE THAN THE LOADS THAT ARE SHOWN. THE 20 PERCENT LOAD INCREASE IS NOT APPLICABLE TO THE BODY STATION 2370 SUPPORT CRADLE.
- ⁵ SPECIAL TOOLING MAY BE NECESSARY AT THE AFT END OF THIS CRADLE BECAUSE OF POSSIBLE INTERFERENCE WITH THE MAIN LANDING GEAR TIRES. L96500 50006713423_V2

Figure 3. Support for Airplane in Jig Position : Sheet 2

SEE FIGURE 7
FOR CRADLE
SPECIFICATIONS



A-FRAME TYPE FUSELAGE SUPPORT JIG CONTOURED

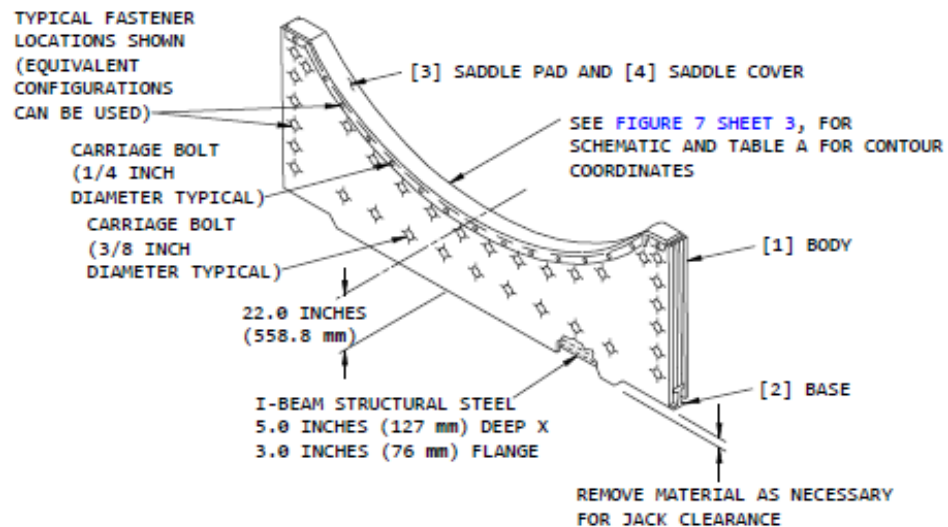
NOTES

- ALL LUMBER DIMENSIONS SHOWN (6 X 6 FOR EXAMPLE) ARE AMERICAN LUMBER STANDARDS.
- ALL DIMENSIONS ARE IN INCHES (mm).
- MADE FROM ANY AVAILABLE HARDWOOD E.G., ASH MAPLE, OAK, ETC.

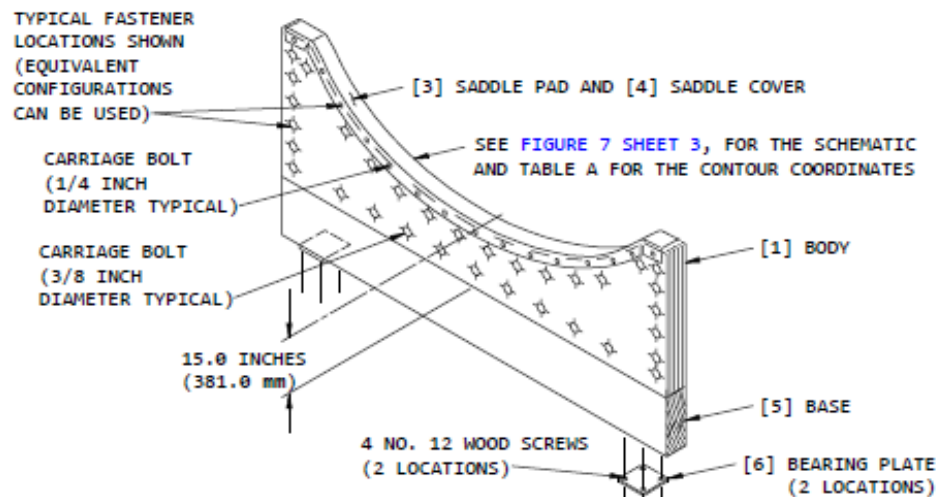
- 1 THE DIMENSIONS GIVEN ARE AN EXAMPLE. THE MAXIMUM DIMENSIONS FOR H1 ARE DETERMINED BY THE MAXIMUM HEIGHT TO WHICH THE AIRPLANE CAN BE JACKED AS GIVEN IN [AMM 07-11-01](#).

E89087 80006713453_V1

Figure 6. Fuselage Support Structure : Sheet 1



FUSELAGE SADDLE



ALTERNATE FUSELAGE SADDLE FOR AN A-FRAME TYPE STRUCTURE

H77082 80006713457_V1

Figure 7. Fuselage Support Saddle : Sheet 1

AIRPLANE BODY STA	"A" RADIUS IN. (CM)	SLOPE "A" DEGREES
508-1832	122.4 (310.89)	0.00
332.5	MAKE SUPPORT SADDLE TO FIT INITIAL CONTOUR OR CONTACT THE BOEING COMPANY FOR CRADLE CONTOUR DIMENSIONS.	
359.75		
403		
445		
1853		
1895		
1937		
1979		
2017		
2050		
2087		

TABLE A

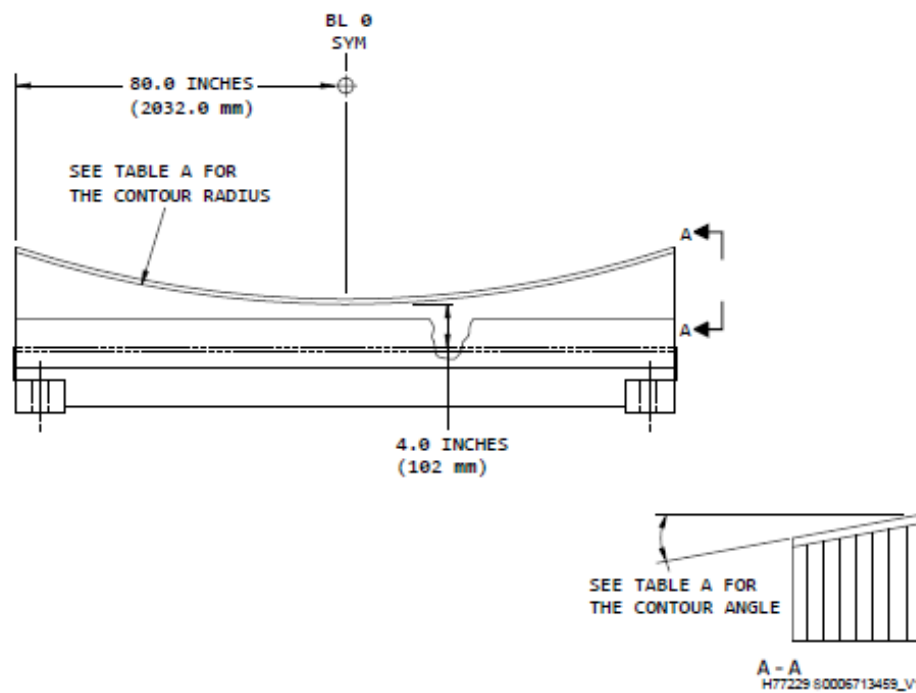


Figure 7. Fuselage Support Saddle : Sheet 3

POINTS ON OML AT STA 2370			
POINT	WL	BL	SLOPE (DEGREES)
1	197.84	0.00	13.21
2	198.38	8.87	13.18
3	199.99	17.61	13.27
4	202.72	26.07	13.71
5	206.71	34.00	14.98
6	211.29	40.00	17.64

TABLE B

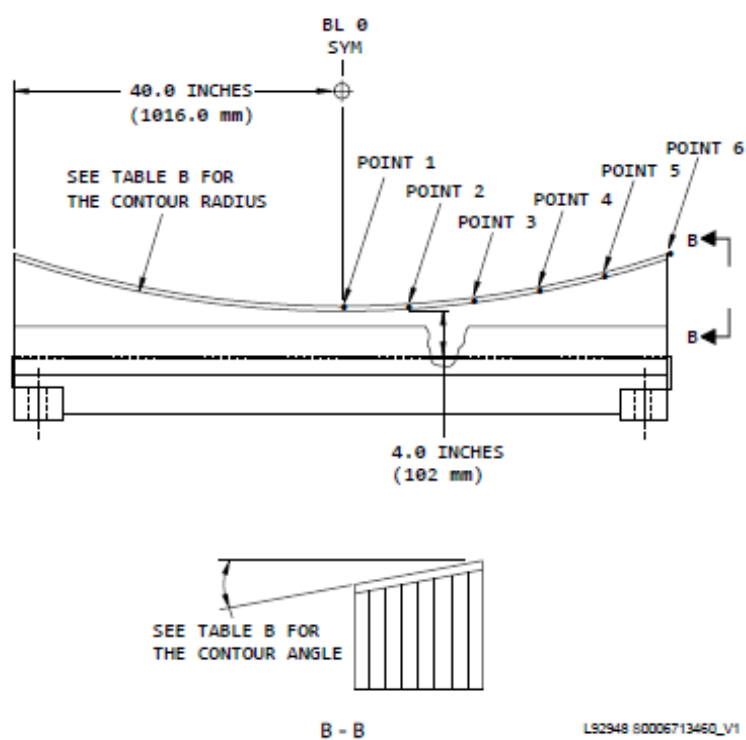


Figure 7. Fuselage Support Saddle : Sheet 4

Lower Wings Location (Qty 10 Cradle Assy)

1. WS 387, Rib 8
2. WS 626, Rib 17
3. WS 837, Rib 25
4. WS 1074, Rib 34
5. WS 1320, Rib 43

Stabilizer Lower Skin Location (Qty 04 Cradle Assy)

1. STA 180.155, Rib 5
2. STA 369.730, Rib 13

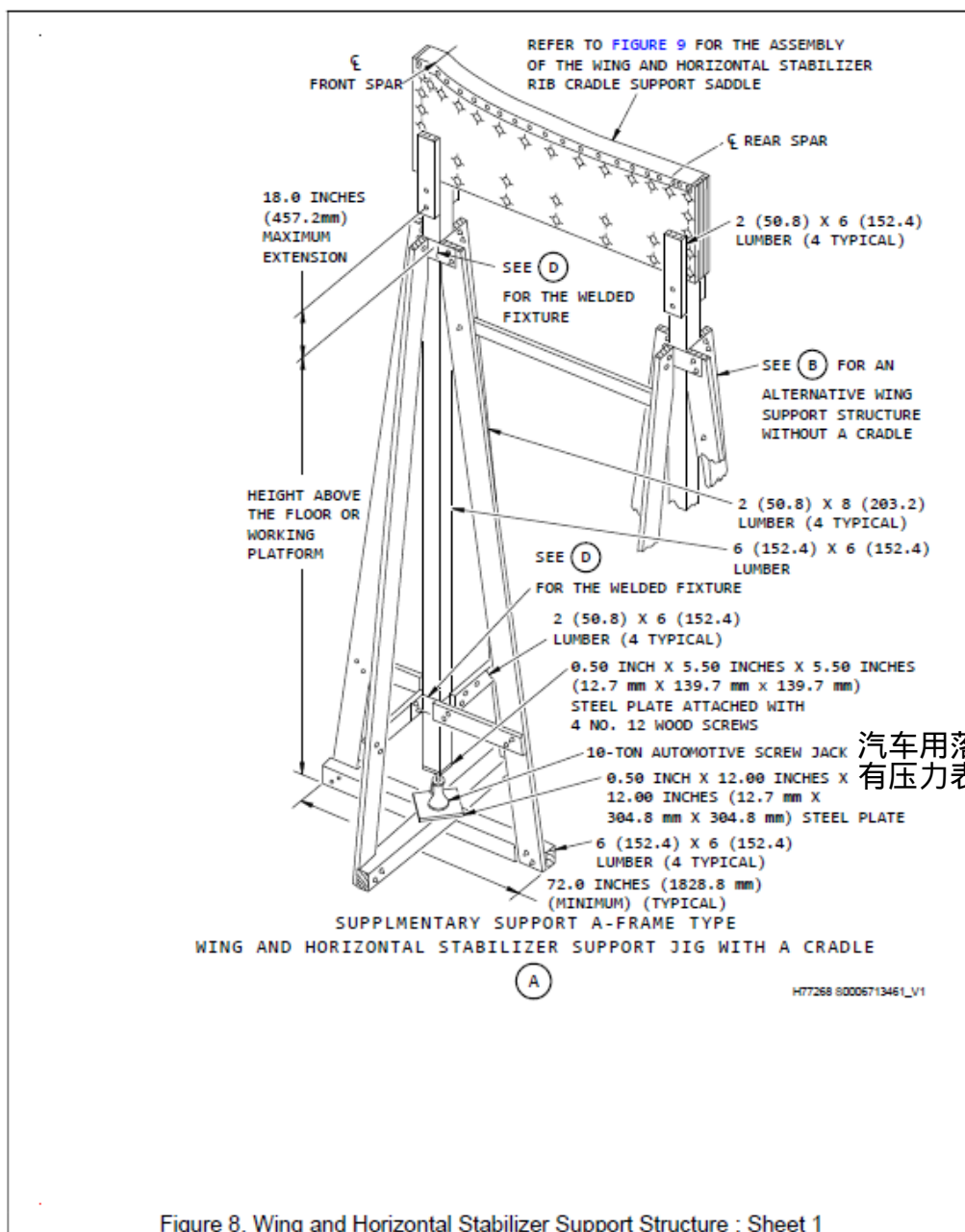


Figure 8. Wing and Horizontal Stabilizer Support Structure : Sheet 1

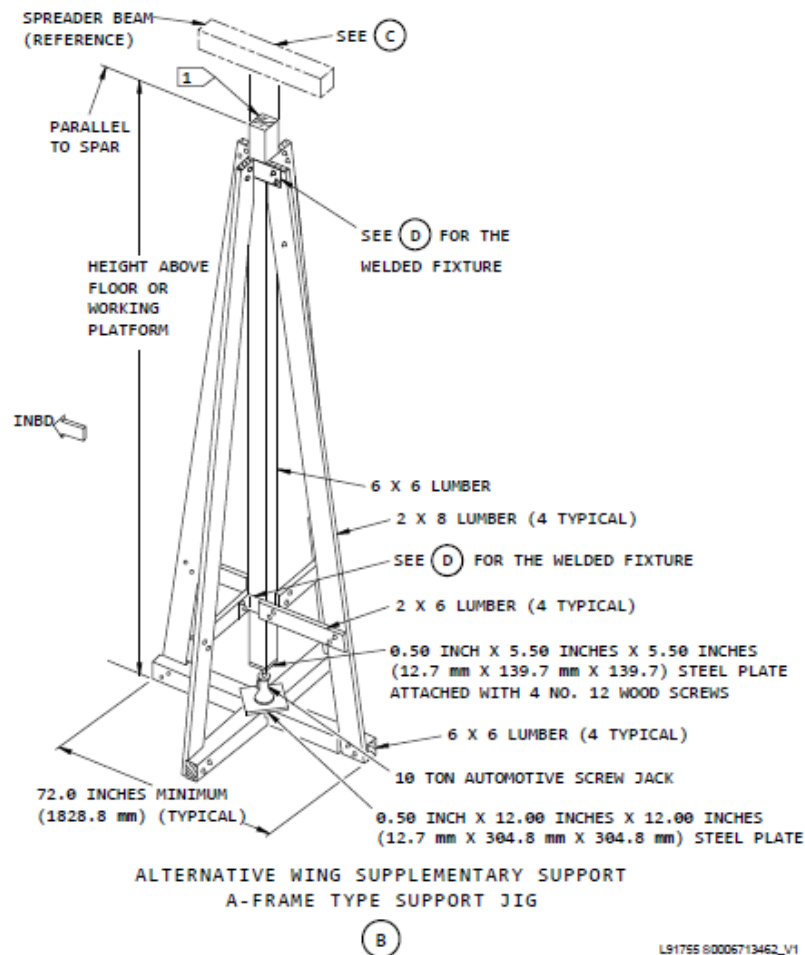
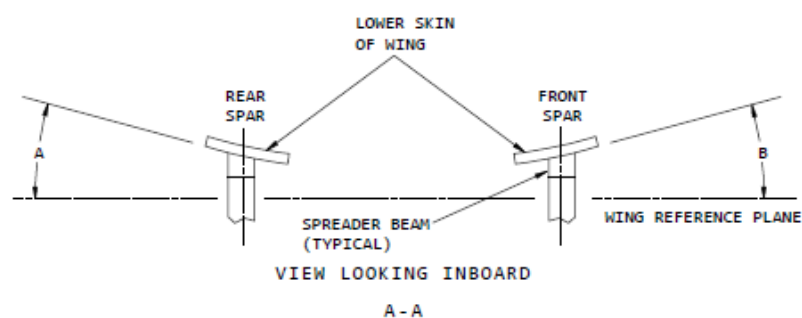
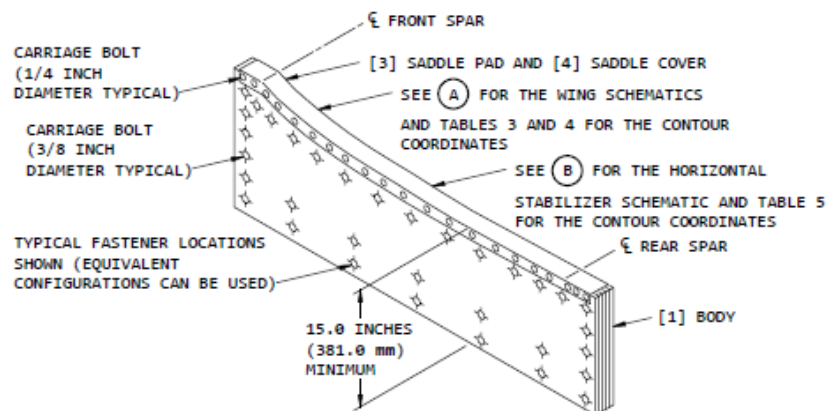


Figure 8. Wing and Horizontal Stabilizer Support Structure : Sheet 2



WING STATION	IN DEGREES			
	A	B	C	D
387	15.5	2.7	5.0	7.3
626	10.8	6.9	0.8	3.3
837	7.9	7.7	0.6	1.2
1074	6.5	7.0	0.4	0.4
1320	3.5	6.1	0.2	0.4

Figure 8. Wing and Horizontal Stabilizer Support Structure : Sheet 3



螺栓1/4inch

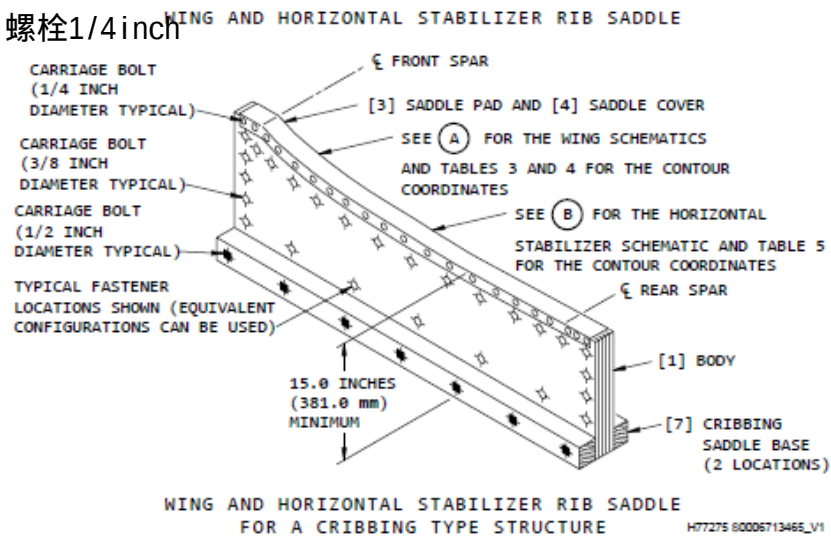
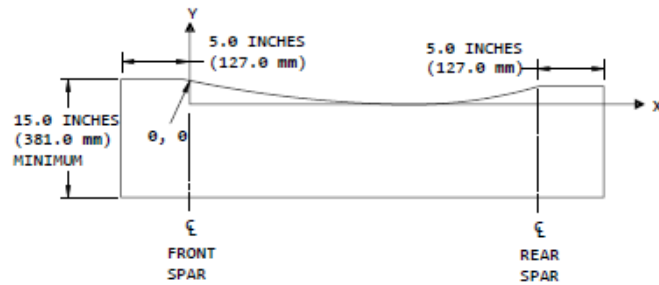


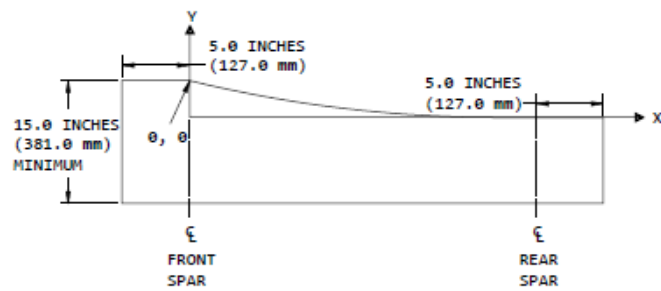
Figure 9. Wing Cradle and Horizontal Stabilizer Support Saddle : Sheet 1



NOTE: REFER TO TABLES 3 AND 4 FOR THE CONTOUR COORDINATES X AND Y.

CONTOUR OF THE WING SADDLE

(A)



NOTE: REFER TO TABLE 5 FOR THE CONTOUR COORDINATES X AND Y.

CONTOUR OF THE HORIZONTAL STABILIZER SADDLE
AT STATIONS 180.155 AND 369.730

(B)

H77276 60006713466_V1

Figure 9. Wing Cradle and Horizontal Stabilizer Support Saddle : Sheet 2

Table 3.

WING SADDLE COORDINATES FOR THE CONTOUR OF THE CUTOUT, INCHES (mm)						
COORDINATE POINT	WING STA 387.0		WING STA 626.0		WING STA 837.0	
	X	Y	X	Y	X	Y
1.	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
2.	8.72 (221.49)	-3.30 (-83.80)	7.86 (199.64)	-1.43 (-36.32)	6.30 (160.02)	-0.82 (-20.83)
3.	16.28 (413.51)	-4.19 (-106.43)	15.20 (386.08)	-2.67 (-67.82)	13.85 (351.79)	-1.70 (-43.18)
4.	23.84 (605.54)	-5.91 (-150.11)	22.98 (583.69)	-3.86 (-98.04)	21.42 (544.07)	-2.43 (-61.72)
5.	31.40 (797.56)	-7.49 (-190.25)	30.54 (775.72)	-4.92 (-124.97)	28.98 (736.09)	-3.04 (-77.22)

ed 925

Boeing PROPRIETARY - Copyright © - Unpublished Work - See title page for details

Table 4.

WING SADDLE COORDINATES FOR THE CONTOUR OF THE CUTOUT, INCHES (mm)				
COORDINATE POINT	WING STA 1074.0		WING STA 1320.0	
	X	Y	X	Y
1.	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
2.	7.943 (201.75)	-0.762 (-19.35)	3.992 (101.40)	-0.200 (-5.08)

ed 925

Boeing PROPRIETARY - Copyright © - Unpublished Work - See title page for details

Page 10 of 49

6.	38.96 (989.58)	-8.92 (-226.57)	38.10 (967.74)	-5.86 (-148.84)	36.54 (928.12)	-3.54 (-89.92)
7.	46.52 (1181.60)	-10.22 (-259.59)	45.659 (1159.74)	-6.71 (-170.43)	51.84 (1316.74)	-4.20 (-106.68)
8.	54.08 (1373.63)	-11.39 (-289.31)	53.22 (1351.79)	-7.45 (-189.23)	59.60 (1513.84)	-4.35 (-110.49)
9.	61.64 (1565.66)	-12.43 (-315.72)	60.78 (1543.81)	-8.08 (-205.23)	74.71 (1897.63)	-4.27 (-108.46)
10.	69.20 (1757.68)	-13.36 (-339.34)	76.09 (1932.69)	-9.03 (-229.36)	82.46 (2094.48)	-4.04 (-102.62)
11.	76.95 (1954.53)	-14.18 (-360.17)	83.84 (2129.54)	-9.34 (-237.23)	90.75 (2305.05)	-3.63 (-92.20)
12.	84.71 (2151.63)	-14.90 (-378.46)	98.96 (2513.58)	-9.60 (-243.84)	97.22 (2469.39)	-3.20 (-81.28)
13.	99.82 (2535.43)	-15.99 (-406.15)	106.71 (2710.43)	-9.55 (-242.57)	105.34 (2675.64)	-2.50 (-63.50)
14.	107.57 (2732.28)	-16.42 (-417.07)	114.46 (2907.28)	-9.37 (-237.99)	112.90 (2867.66)	-1.71 (-43.43)
15.	115.32 (2929.13)	-16.75 (-425.45)	122.02 (3099.31)	-9.08 (-230.63)	121.71 (3091.43)	-0.61 (-15.50)
16.	122.88 (3121.15)	-16.99 (-431.55)	129.58 (3291.33)	-8.66 (-219.96)	—	—
17.	130.44 (3313.18)	-17.17 (-436.12)	137.14 (3483.36)	-8.13 (-206.50)	—	—
18.	137.10 (3482.34)	-17.25 (-438.15)	144.89 (3680.21)	-7.45 (-189.23)	—	—
19.	145.75 (3702.05)	-17.28 (-438.91)	152.64 (3877.06)	-6.66 (-169.16)	—	—
20.	153.60 (3898.90)	-17.22 (-437.39)	160.64 (4080.26)	-5.75 (-146.05)	—	—
21.	161.06 (4090.92)	-17.09 (-434.09)	—	—	—	—
22.	168.62 (4282.95)	-16.90 (-429.26)	—	—	—	—
23.	178.14 (4524.75)	-16.57 (-420.88)	—	—	—	—

Table 4.

WING SADDLE COORDINATES FOR THE CONTOUR OF THE CUTOUT, INCHES (mm)				
COORDINATE POINT	WING STA 1074.0		WING STA 1320.0	
	X	Y	X	Y
1.	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
2.	7.943 (201.75)	-0.762 (-19.35)	3.992 (101.40)	-0.200 (-5.08)

3.	15.943 (404.95)	-1.324 (-33.63)	7.984 (202.79)	-0.314 (-7.80)
4.	23.934 (607.92)	-1.701 (-43.21)	11.976 (304.19)	-0.347 (-8.81)
5.	31.931 (811.05)	-1.917 (-48.69)	15.968 (405.59)	-0.303 (-7.70)
6.	39.931 (1014.25)	-1.975 (-50.17)	19.960 (506.98)	-0.183 (-4.65)
7.	47.930 (1217.42)	-1.883 (-47.83)	23.962 (608.36)	0.012 (0.31)
8.	55.926 (1420.52)	-1.628 (-41.35)	27.944 (709.78)	0.276 (7.01)
9.	63.914 (1623.42)	-1.184 (-30.07)	31.936 (811.17)	0.604 (15.34)
10.	71.885 (1825.88)	-0.516 (-13.11)	35.928 (912.57)	0.998 (25.35)
11.	77.977 (1980.62)	0.155 (3.94)	—	—

Table 5.

HORIZONTAL STABILIZER SADDLE COORDINATES FOR THE CONTOUR OF THE CUTOUT, INCHES (mm)				
COORDINATE POINT	STAB STA 180.155		STAB STA 369.730	
	X	Y	X	Y
1.	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
2.	5.87 (149.10)	-0.11 (-2.79)	5.68 (144.27)	-0.43 (-10.92)
3.	11.75 (298.45)	-0.13 (-3.30)	11.36 (288.54)	-0.81 (-20.57)
4.	17.62 (447.55)	-0.08 (-2.03)	17.05 (433.07)	-1.11 (-28.19)
5.	23.49 (596.65)	0.04 (1.02)	22.74 (577.60)	-1.36 (-34.54)
6.	29.36 (745.74)	0.22 (5.59)	28.43 (722.12)	-1.52 (-38.61)
7.	35.23 (894.84)	0.47 (11.94)	34.13 (866.90)	-1.61 (-40.89)
8.	41.10 (1043.94)	0.78 (19.81)	39.82 (1011.43)	-1.63 (-41.40)
9.	46.96 (1192.78)	1.14 (28.96)	—	—
10.	52.82 (1341.63)	1.53 (38.86)	—	—
11.	58.68 (1490.47)	1.98 (50.29)	—	—

原材料应用

Table 6.

MATERIALS FOR THE SUPPORT SADDLE			
ITEM	DESCRIPTION	QUANTITY	MATERIAL
[1]	Body	4	Use 1.0 inch (25.4 mm) exterior plywood board that is grade AB or better
[2]	Base	1	Use a structural steel I-beam
[3]	Saddle Pad	1	Use a rubber mat that has a durometer rating of 50 to 60. It is optional to use a felt mat that is a minimum of 0.50 inch (12.70 mm) thick
[4]	Saddle Cover	1	Use a canvas duck that has a weight of approximately 10 ounces (283.5 grams) to one square foot (929 square centimeters)
[5]	Base (Alternate Saddle)	1	Use a 6 X 16 (152.4 mm X 406.4 mm) lumber beam
[6]	Bearing Plate (Alternate Saddle)	1	Use a 0.250 inch X 5.50 inches X 7.5 inches (6.350 mm X 139.70 mm X 190.50 mm) steel plate
[7]	Cribbing Saddle Base (As necessary)	2	Use a 6 X 6 (152.4 mm X 152.4 mm) lumber beam

25.4mm胶合板，等级高于AB

工字结构钢

厚度12.70mm橡胶，硬度50-60

粗帆布，规格是283.5g每平方米

原木152.4x406.4

钢板Q235A

原木152.4x152.4