

# Maintenance and Recovery Load Monitoring Equipment

Debogging • Wing Testing • Recovery • Maintenance

All items in stock



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## Aircraft Maintenance and Recovery



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## Engine Maintenance Overhead Weighing



## Debogging - Emergency towing and recovery

Crosby/SP Load Cells, with Crosby shackles, provide the ideal solution for monitoring the load while an aircraft is being de-bogged (off tarmac recovery).

In the situation where one has run off the edge of the taxiway or runway and the undercarriage or landing gear has become bogged down on soft ground, the recovery job can be a lot less straightforward than simply using an aircraft recovery vehicle on its own.

Crosby/SP Loadshackle and Radiolink plus can be used with synthetic round slings (spreaders may also be needed for recovering large planes) and attached to the oleo strut (pneumatic shock absorber used on the landing gear) with the other end attached to a tug, tractor, winch or another pulling force.

Some aircraft manufacturers are stricter than others, with the requirement that every force applied to any part of their planes must be measured and monitored during lifting and moving applications. An Airbus A380, for example, has its handbook listed as saying that the maximum load applied to any of the oleo struts cannot exceed 65t.

Commonly, de-bogging recovery applications involve two connection points on the main landing gear, so two loadlinks will be needed to accurately measure the load forces being inflicted. With the multiple connection points, a recovery team can spread the force across the plane, however, it is still essential to accurately know the exact forces being applied to both the aircraft and the towing machine.

Crosby/SP's Radiolink plus enables load monitoring from a safe distance – 1000m/3280ft. They can also be used in a variety of outdoor environmental conditions, which can involve heavy rain/snow or dusty conditions and have an IP67/NEMA6 protection rating.



## Engine maintenance Overhead weighing

Crosby/SP's small and compact 6.5t BlueLink, used alongside Crosby shackles, is the ideal solution to provide suspended or overhead weighing for the installation or maintenance of items, items such as airline engines – measuring stress on rigging or overhead gantry systems.

Lightweight, and with the latest in Bluetooth technology – this helps provide the connectivity capability to send data directly to your iOS or Android device via an App. It has a transmission distance of 328ft or 100m, allowing the user to stand themselves in a safe position from the load with no requirement to read a load on the load cell itself. The app will also allow the operator to log data versus time, or on events such as over or underload, and the adjustable alarm will alert the operator on their smartphone if any overload is occurring.

## Wing testing

The state-of-art Radiolink plus is the first choice for aircraft wing load testing, using either via the advanced handhelds, Bluetooth app or coupled with Crosby/SP's data software, INSIGHT.

Testing the strength of a newly built wing; the RLP measures the load while the wing is being bent towards its ultimate load limit.

INSIGHT software gives you the option of using multiple load cells, transmitting data simultaneously. Data is recorded and logged to a .CSV file which can be opened for analysis.

Wings can weigh upwards of up to 30te and will have to keep the rest of the plane, passengers, cargo, as well as fuel, up in the sky.

The remote sensors assist engineers to check the centre of gravity is correct on an aircraft's wings.



## Debogging - Emergency Towing and Recovery



## Wing Testing