

# **Chapter 09**

# **TOWING AND TAXING**

FBA-2C1, FBA-2C2, FBA-2C3  
FBA-2C4, FBA-2C3T, FBA-2C4T

Found Aircraft Canada  
Maintenance Program FAC2-M200

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<b>LIST OF EFFECTIVE PAGES</b>			
<b>Chapter</b>	<b>Section</b>	<b>Page No.</b>	<b>Date</b>
<b>09</b>	09-Title	1	January 23, 2012
		2	January 23, 2012
	09-LOEP	1	January 23, 2012
		2	January 23, 2012
	09 -TOC	1	January 23, 2012
		2	January 23, 2012
	09-00	1	July 28, 2008
		2	July 28, 2008

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## **09 TOWING AND TAXIING**

### **09-00 GENERAL**

The aircraft should not be pushed or pulled by any means other than described herein. Failure to do so may result in damage to the aircraft structure or in personal injury.

Never use the propeller as a means of pulling or pushing.

Never use the flying control surfaces as a means of pushing or pulling.

Always be aware of location of main wheels when moving the aircraft by hand.

#### **09-00-10 Towing**

The aircraft may be towed by means of a tow bar that attaches to the tail or nose wheel. The tow bar must pull off both sides of the wheel assembly, not just one side.

Tow Bars Shorter than 48" long are not recommended.

Tow Bars between 48 and 72" may be used with caution. Sharp turns may cause the towing vehicle to come in contact with elevators and horizontal stabilizer on tail wheel aircraft.

Also, when using a tow vehicle with a nose wheel aircraft, caution should be taken as the nose wheel will castor 108° either side and may cause the aircraft to jackknife if sharp turns or obstacles are encountered.

#### **09-00-20 Taxiing**

Ensure that all unauthorized people are clear of the aircraft.

Ensure that the area beneath the propeller is clear of all loose materials.

Ensure that the main wheels are chocked before starting the engine.

Start engine. (Ref: Pilots Operating Handbook FAC2-M100, FAC2-M300, FAC2-M400, FM2C3 or FM2C4).

### **WARNING**

**NEVER LEAVE A RUNNING ENGINE UNATTENDED TO REMOVE CHOCKS. IT CAN RESULT IN SERIOUS DAMAGE TO THE AIRCRAFT, INJURY OR DEATH.**

Remove chocks.

### **09-00-30 Ground Handling**

Tail wheel aircraft have handles at the rear of the fuselage, just forward of the horizontal stabilizer to facilitate moving the aircraft.

The horizontal stabilizer may be used for manually pushing the aircraft backwards. Always push the horizontal stabilizer on the inboard half, never on the outboard half.

The aircraft may be manually pushed or pulled at doorframe locations as follows:

- Aft door,
- Aft door frame
- Forward door,
- Forward door frame,
- Within 3” of upper door hinge.

The tail wheel will castor 360°.

The nose wheel will castor 108° to each side (from center position), total of 216°.

Never push or pull on the propeller.