

# Chapter 10

# PARKING AND MOORING

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

Found Aircraft Canada  
Maintenance Program FAC2-M200

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

Found Aircraft Canada  
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FBA-2C1, FBA-2C2, FBA-2C3  
FBA-2C4, FBA-2C3T, FBA-2C4T

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## **10 PARKING AND MOORING**

### **10-00 GENERAL**

Aircraft which are to be stored for extended periods of time should observe the following:

- Follow engine manufacturer's instructions for storage. Ref : Textron manual 60297-10 (2C1 & 2C2, or 60297-28 (2C3 & 2C4)
- Lubricate all airframe items.
- Remove battery from aircraft.
- Fuel tanks should be filled to prevent moisture condensation.
- Engine cowling inlets should be covered in such a manner as to be visible so the cover is not inadvertently left in.
- Pitot-static head should be covered in such a manner as to be visible so the cover is not inadvertently left on.
- Any other openings in the aircraft should be covered to prevent entry by birds or small animals.
- Aircraft should be positioned in such a manner as to be clear of taxing and/or propwash from other aircraft.

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## **10-10 PARKING**

If the aircraft is to be parked for short periods of time on level ground the parking brake may be used. However, use of chocks is recommended.

If the aircraft is to be parked for extended periods wheel chocks should be used. Wheel chocks should be at least the width of the tire and be at least 3 inches in height with the surface closest to the tire contoured to approximate the tire shape.

Control lock should be installed when the aircraft is not attended. (Ref: Chapter 27-70)

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## **10-20 MOORING**

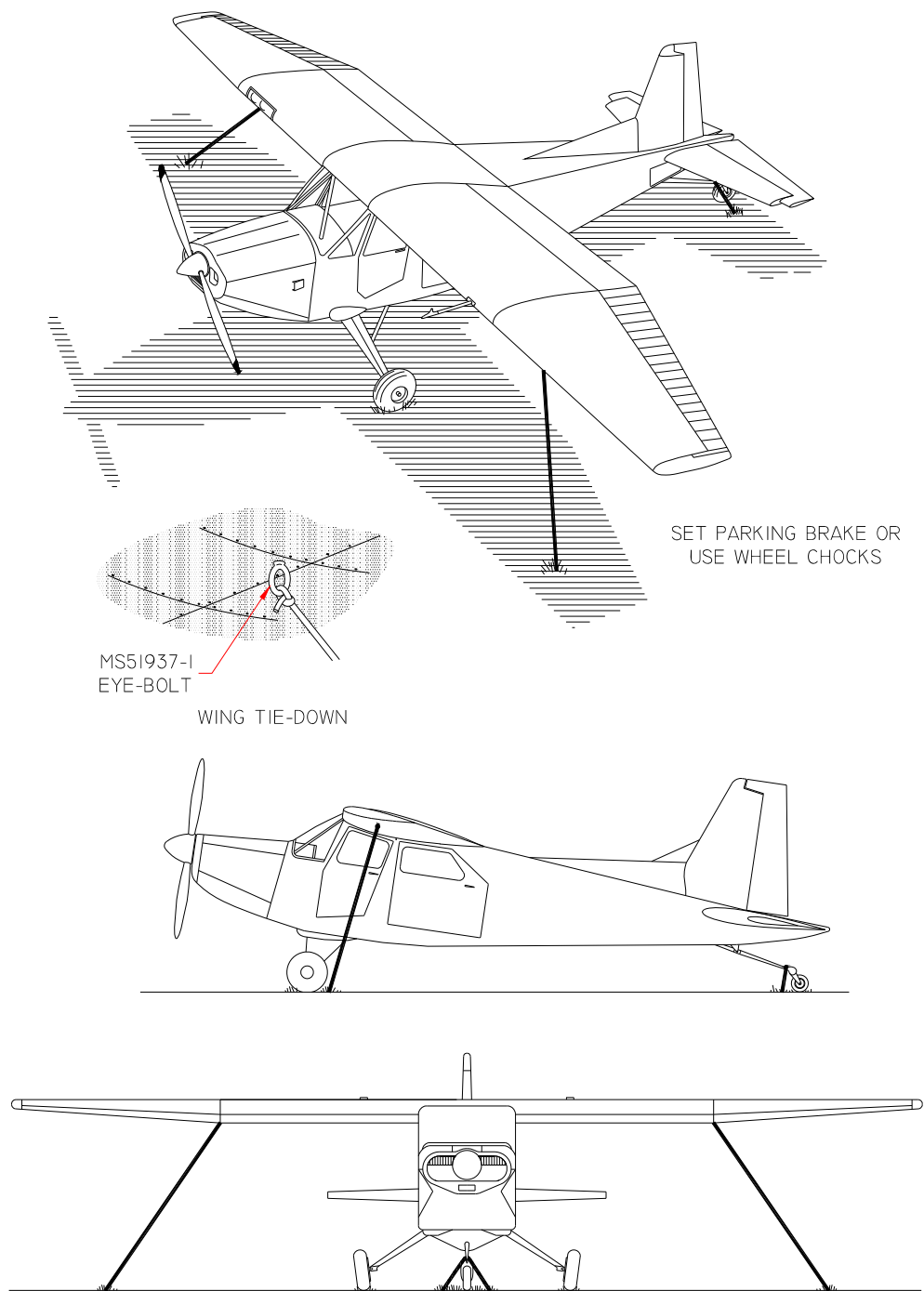
If the aircraft is to be stored for extended period, or parked when wind conditions may warrant, it is recommended that the aircraft be moored.

There are wing tie down provisions located about nine feet from the fuselage on the underside of each wing (Wing Station 133). See Figure 10-20-01 and 10-20-02.

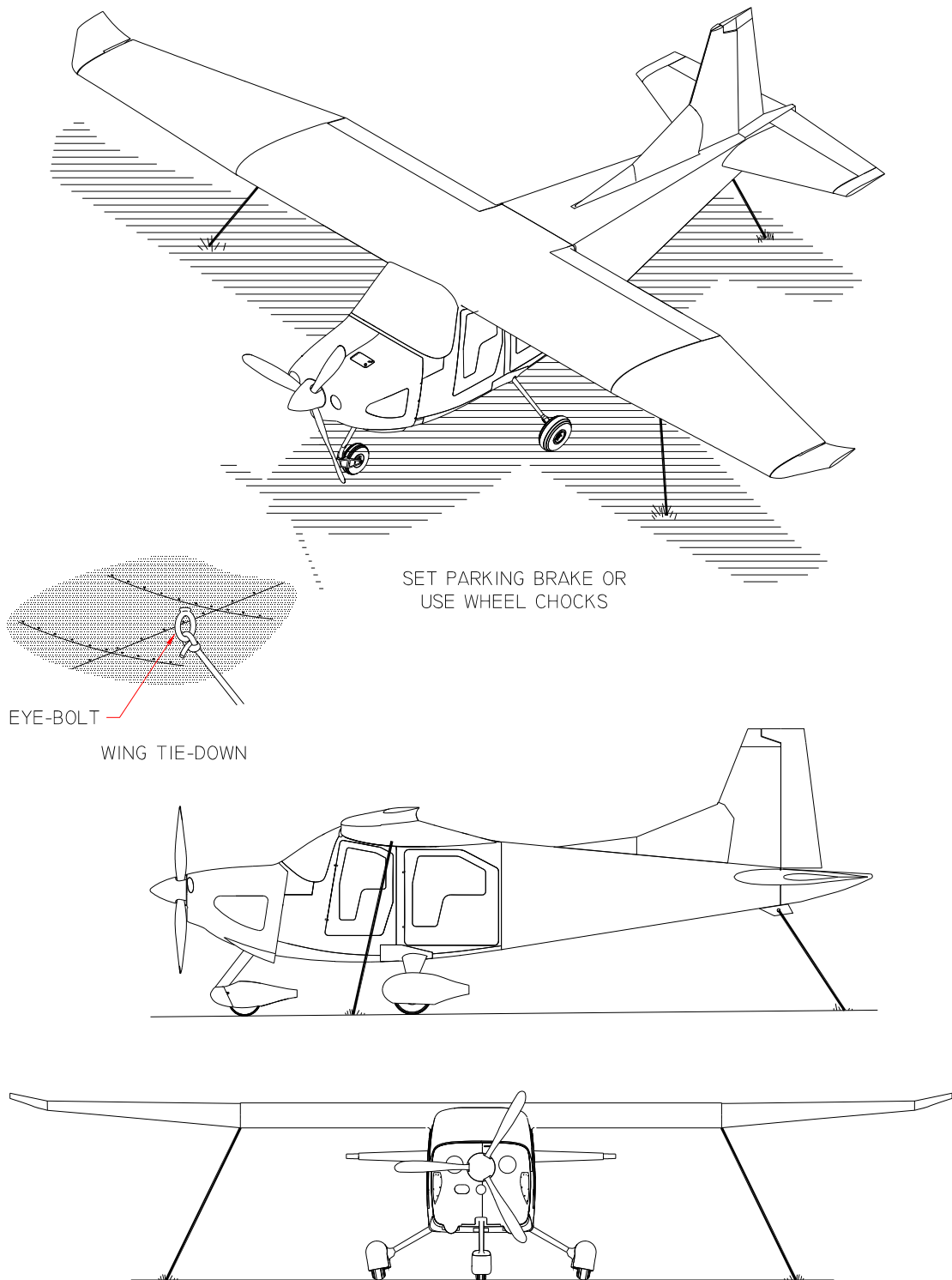
The tail should be tied down using the tail wheel boom or the tail skid. See Figure 10-20-01 or 10-20-02.

The operator must ensure that the ropes, cables or other securing devices are sufficient to withstand the forces exerted upon them.

Ground anchors should be sufficient to withstand the forces exerted upon them.



**Figure 10-20-01: Tie Down Details**



**Figure 10-20-02: Tie Down Details (2C3)**

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

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