

A.P.43476-G, H, N.

CHAPTER 3

GROUND HANDLING

(July, 58)

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Weather protection covers

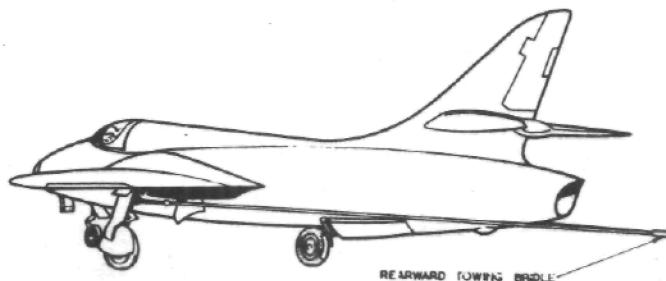
1. These are not carried on the aircraft but if the aircraft is to be parked in the open, covers must be improvised for the air-intakes, the jet pipe aperture and the pressure head. The covers normally fitted are shown in fig.2.

Alighting gear locks

2. Internal locks are provided within the shock absorbers but external locking clamps, which are normally used for ground handling, are not carried on the aircraft.

Towing

3. The aircraft may be towed backward using a towing bridle attached to the lugs at the rear of the main-wheel units. When using the bridle it is recommended that the nose wheel be turned through 180 deg. so that it is trailing when the aircraft is moving backwards. The aircraft is then steered with a standard steering arm (Ref.No. 4G/3071) and an adjustable fork unit (Ref.No. 4G/4176). The brake accumulator may be fully pressurized by operating the hand pump.



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Fig.1 Towing

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Parking with brakes on

4. If the aircraft is parked in the open for any length of time without the rudder being secured, the brake accumulator may be completely discharged due to movement of the rudder bar. Such a loss of pressure will release the brakes and prevent them being used again until the accumulator is re-energized.

Picketing

5. Special picketing shackles, which are not carried on the aircraft, are normally used for attaching the ropes to the aircraft structure. The picketing plan is illustrated in fig.2.

Jacking

6. The aircraft can be jacked only with special equipment which is not carried in the aircraft.

GUN PACKAGE COVER TO BE FITTED
TO AIRCRAFT WHEN THE GUN PACKAGE
IS REMOVED

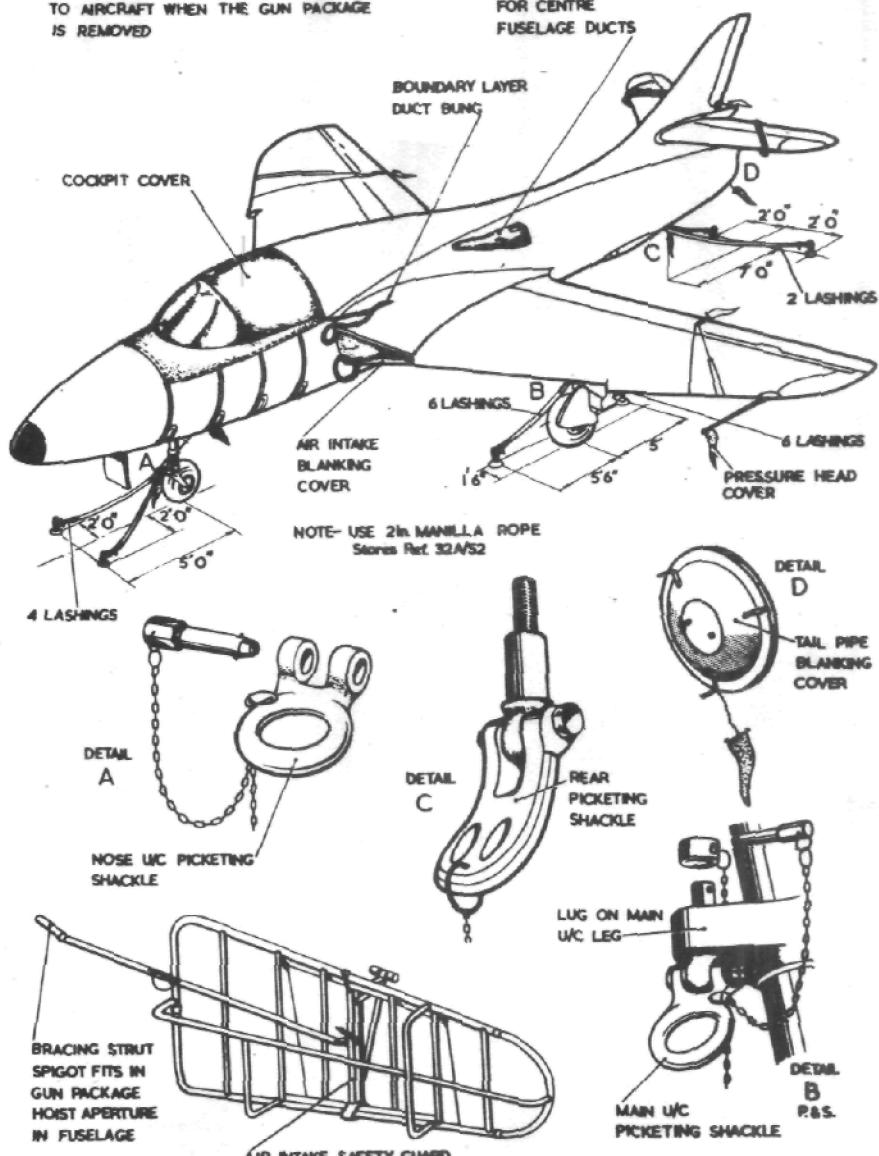
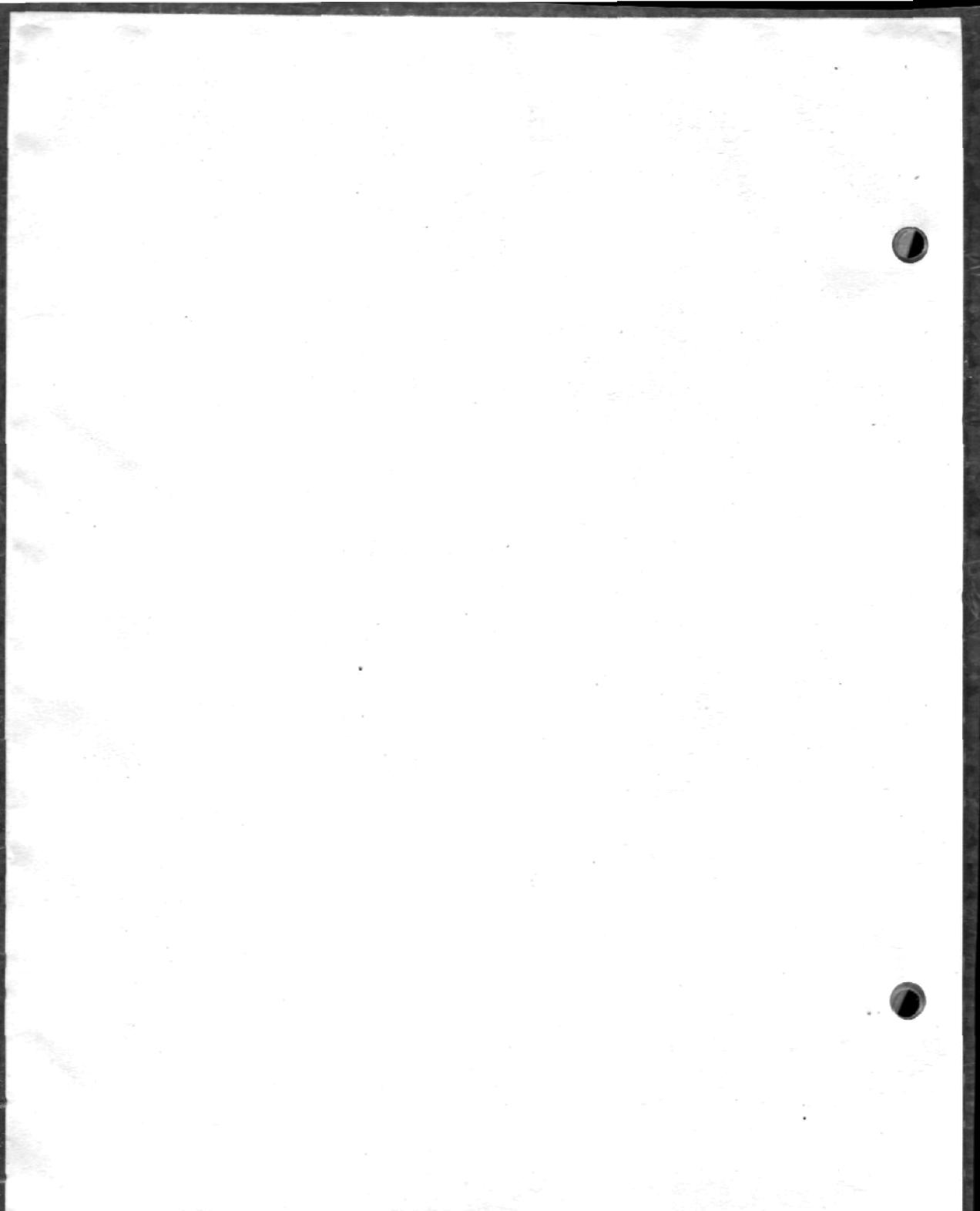


Fig.3. Picketing equipment & covers

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