Chapter 1 GROUND HANDLING

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General

1. Information on the general ground handling of the aircraft is given in this chapter. A list of ground equipment and special tools required for the general servicing of the aircraft is given in Chapter 4 of this Section.

Access to cabin

NOTE...

To prevent damage to the canopy hatch locking mechanism, care must be exercised to avoid 'snatch' when opening the hatch in high winds.

2. The normal means of entry to the cabin is through the canopy hatch. A special telescopic ladder is located in a ferrule on either side of the fuselage and secured by inserting and turning the locking spigot. The ladder, which forms part of the ground

equipment but is not carried in the aircraft, may be telescoped by depressing the spring-loaded plungers on four of the rungs. The hatch locking mechanism, illustrated in Sect. 3, Chap 1, is operated by handles from either inside or outside the cabin.

Alighting gear ground locks

3. A safety lock, in the form of a plug and a retaining screw (Fig. 1), must be inserted in the radius rods of the main undercarriage whenever personnel are working beneath the aircraft. A red warning flag is attached to each plug as a reminder that it must be removed before each flight.

Picketing

4. No special picketing gear or attachments are provided on this aircraft, but picketing ropes may be secured to convenient points on the

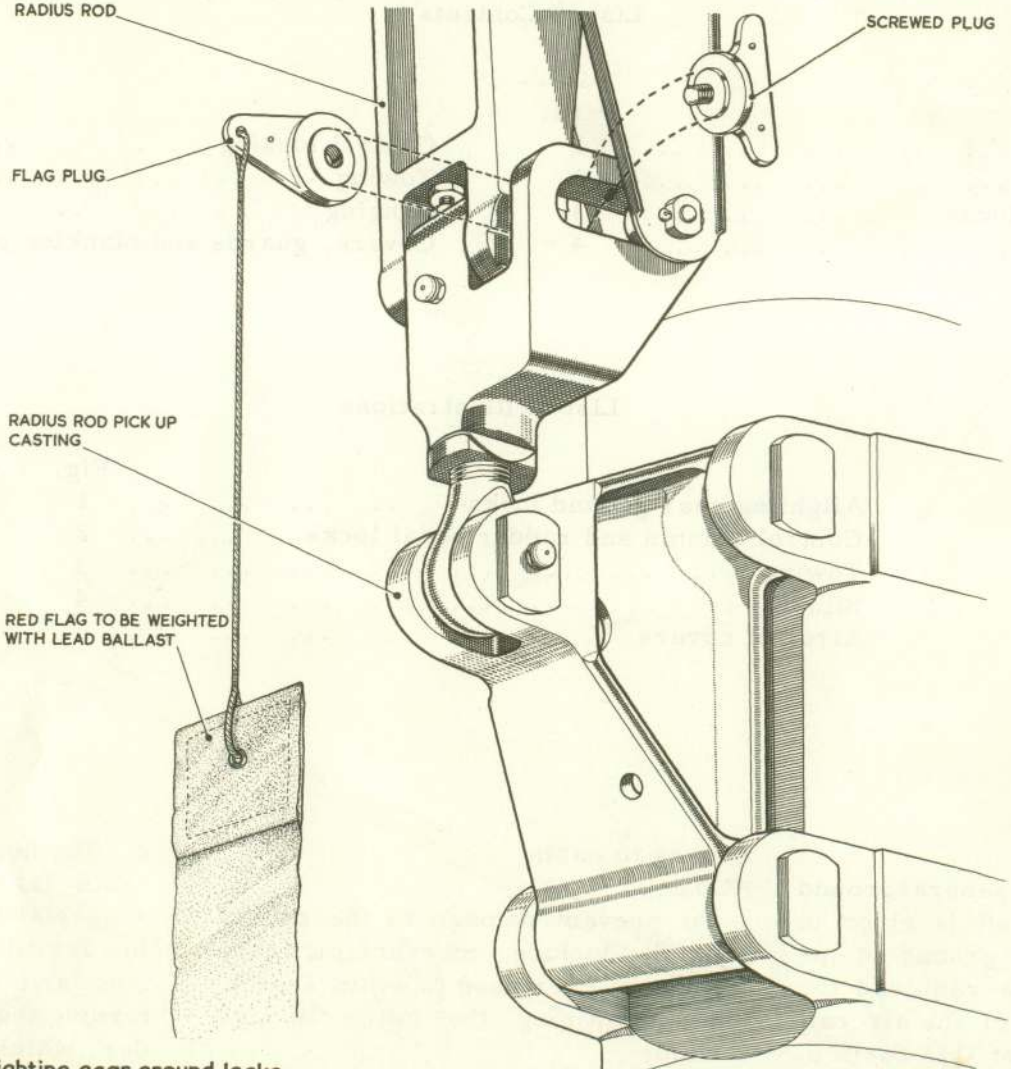

Fig. 1 Alighting gear ground locks

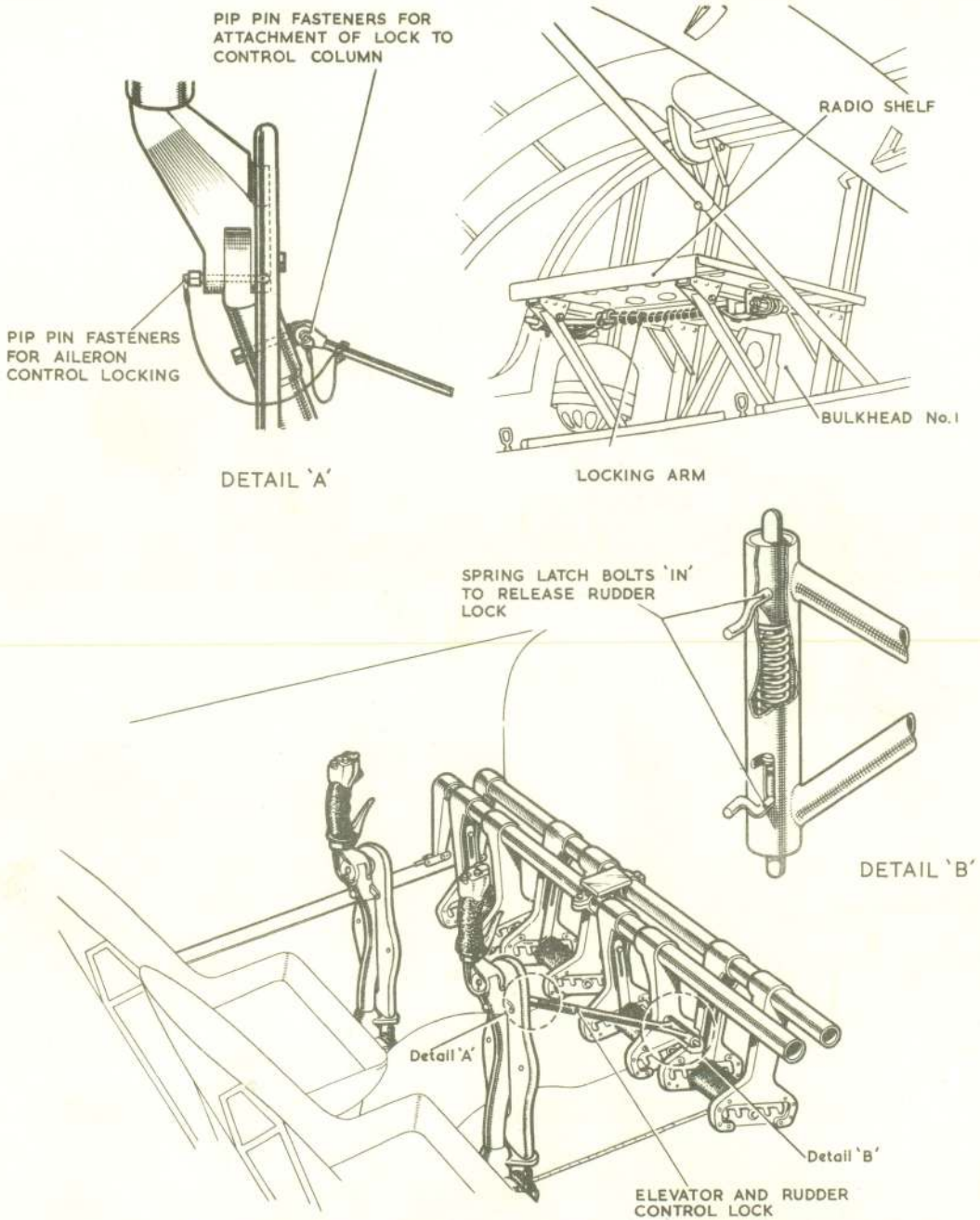

Fig. 2 Control column and rudder pedal locks

main and nose undercarriage and, for additional security, around the tail booms, care being taken to avoid damaging the light alloy skin.

Control locking

5. Details for locking the control column and rudder pedals are shown in Fig. 2. The control column locking arm is stowed under the radio shelf forward of bulkhead No. 1, (Fig. 2).

Towing

6. ◀The aircraft may be towed forward by a tractor using the towing arm illustrated in Fig. 3. An overload release mechanism, described in A.P. 2817A, Vol.1 and 6, Sect.9, Chap.4, is incorporated in the towing arm unit. This release mechanism, which should be set to operate at 1850 lbs, automatically disengages the towing eye if excessive resistance occurs during towing. ▶

Slinging

7. Before attaching the aircraft sling shown in Fig. 4, the fuselage metal nose cap must be removed by unscrewing the stiffnut securing the support strut to the nose cap and removing the two hinge bolts. For all-up-weight of the aircraft under various loading conditions, refer to Chapter 3 of this Section.

Covers, guards and blanking plates

8. ◀A list of covers and blanking plates is given in Table 1 in Sect. 2, Chap. 4. Air intake guards are illustrated in Chap. 2, Fig. 1. The plates ▶

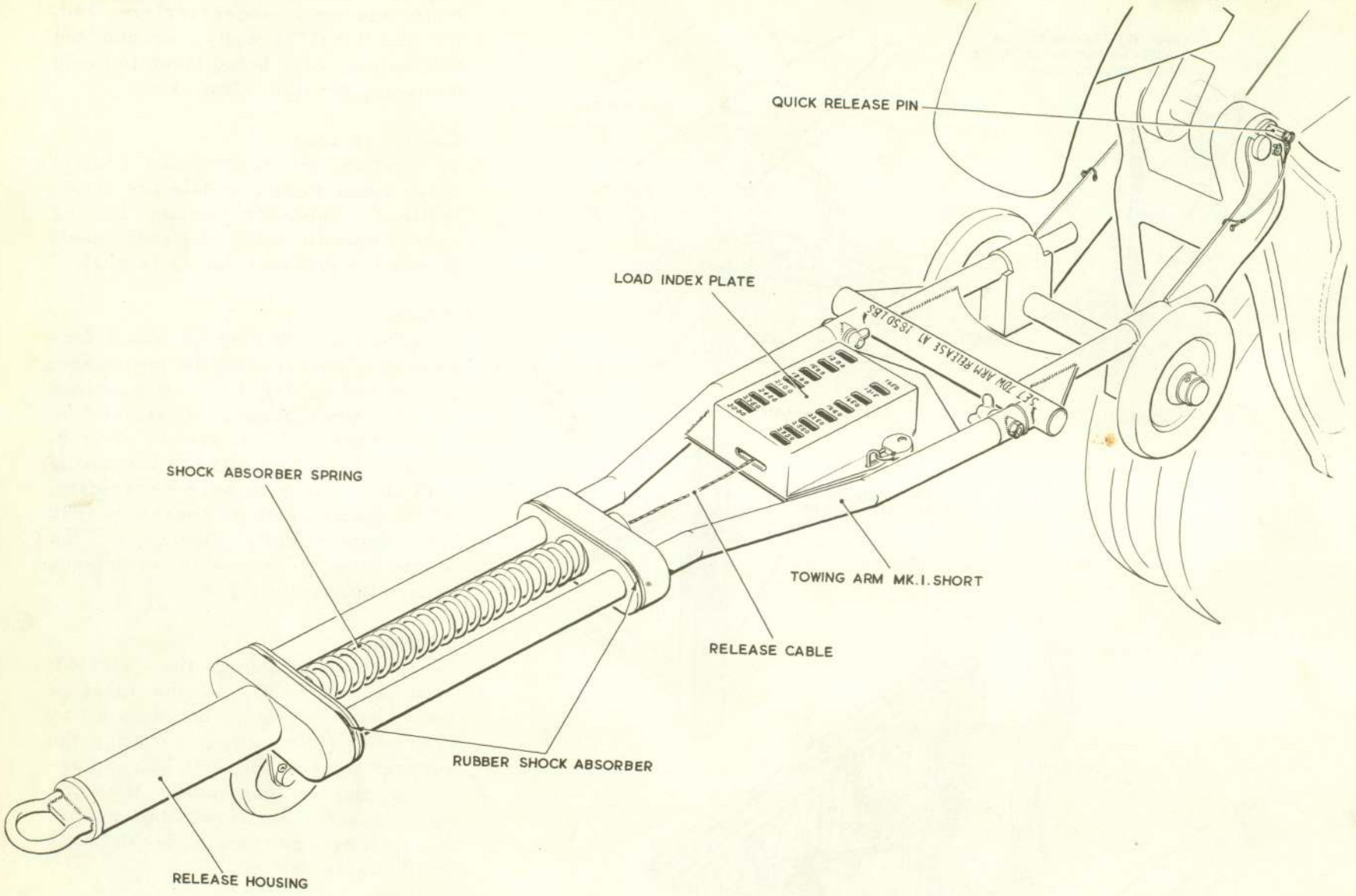

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Fig. 3. Towing

◀ are to be fitted when the engine is stationary. Guards must be fitted whenever the engine is run for test purposes, and it is not the intention to take-off after running up. After inserting the tail pipe blanking plate, the crank handle should be turned in a clockwise direction to compress the rubber seal around the periphery, thereby securing the blanking plate within the tail pipe. ▶

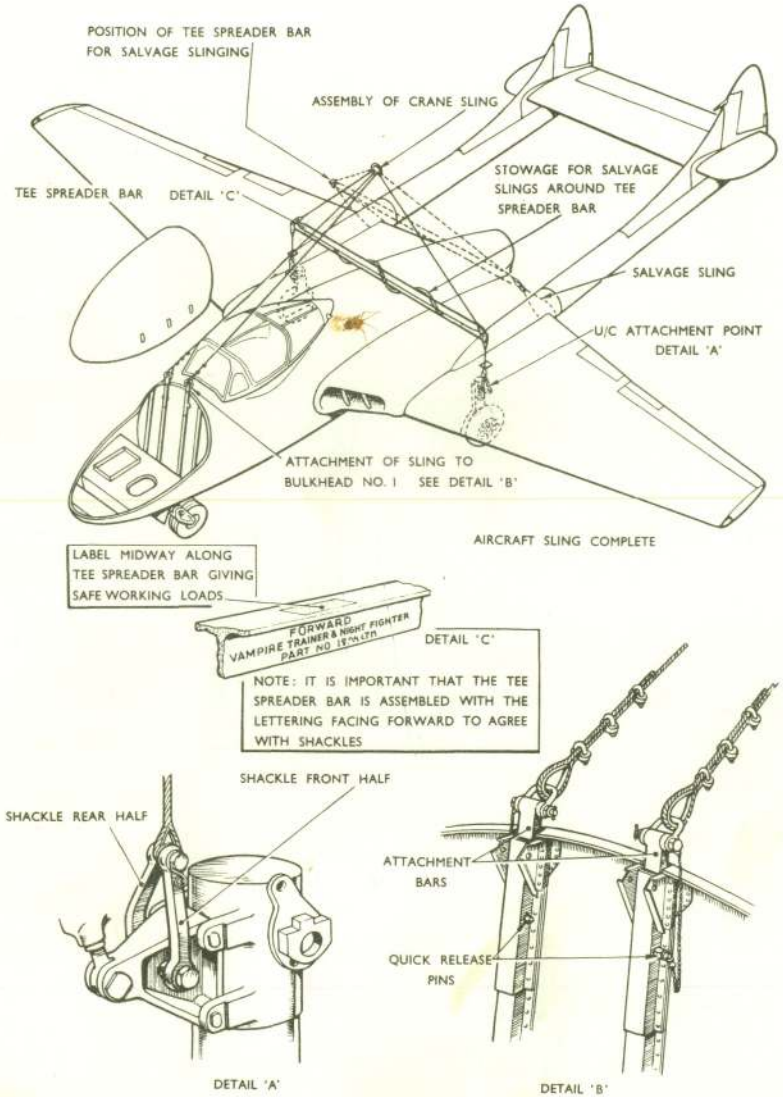

Fig. 4 Slinging

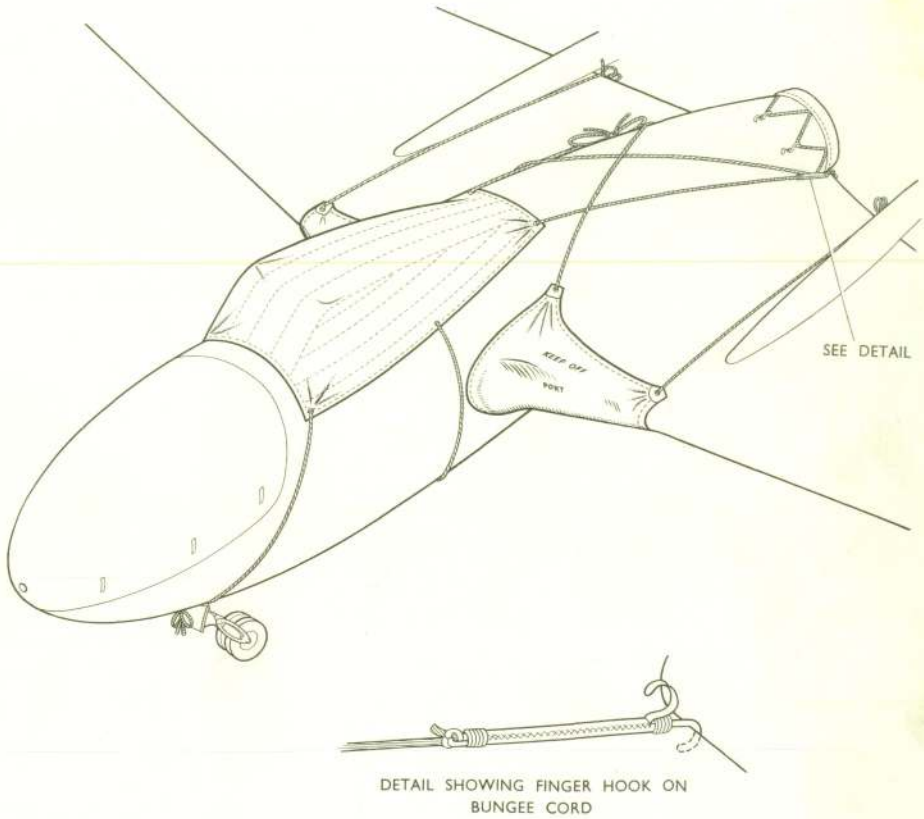

Fig. 5 Aircraft covers