

## Chapter I GROUND HANDLING

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#### General

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

#### Access to cabin

2. To gain access to the cabin, the canopy must first be opened by depressing the spring-loaded plunger, which is flush with the outside skin below and slightly to the rear of the starboard windscreen side panel. The canopy may now be pushed back manually. An access step, which extends from the port side of the fuselage, is held in its extended position by an automatic catch. The step will spring back flush with the fuselage side when the weight of the foot is removed from the step. The location of both the external release plunger for the canopy and the access step are clearly marked on the aircraft.

#### Towing

3. The aircraft may be towed by tractor using the standard towing arm, described in A.P.2817A, Vol. 1, Sect. 9, Chap. 4 and the special adapter arm shown in fig. 1.

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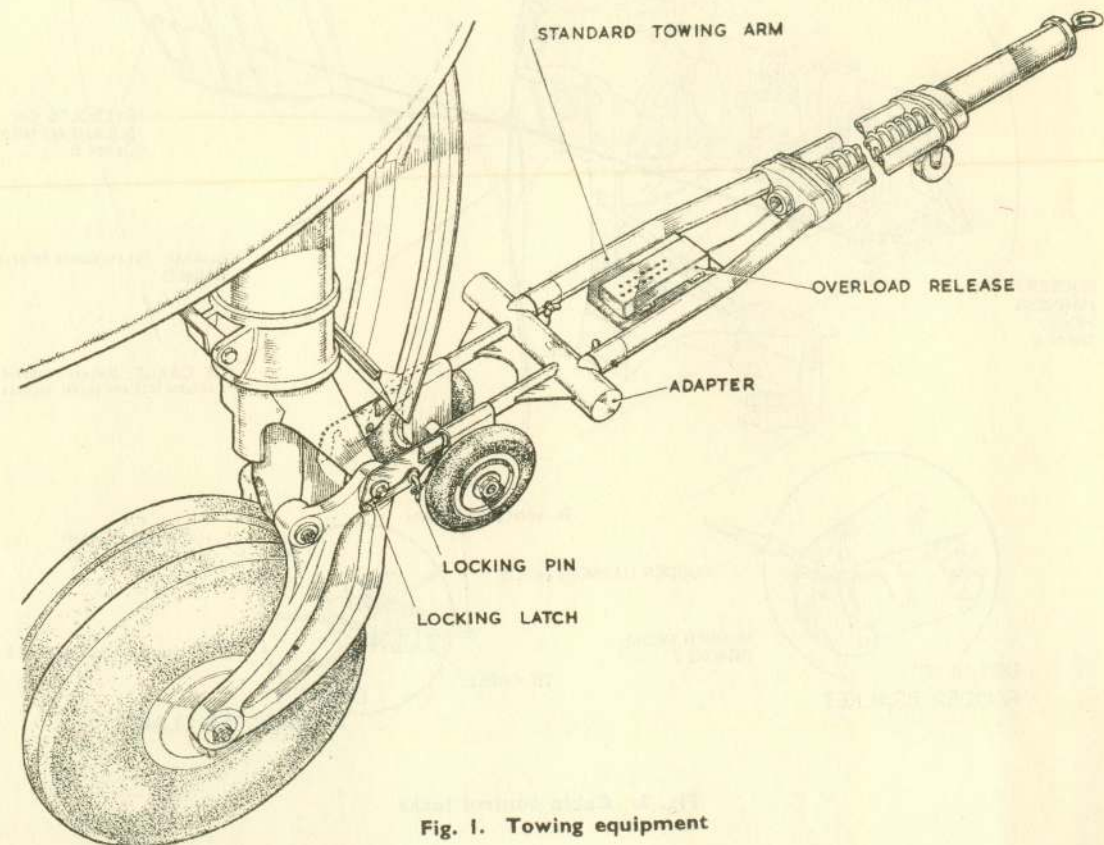


Fig. 1. Towing equipment

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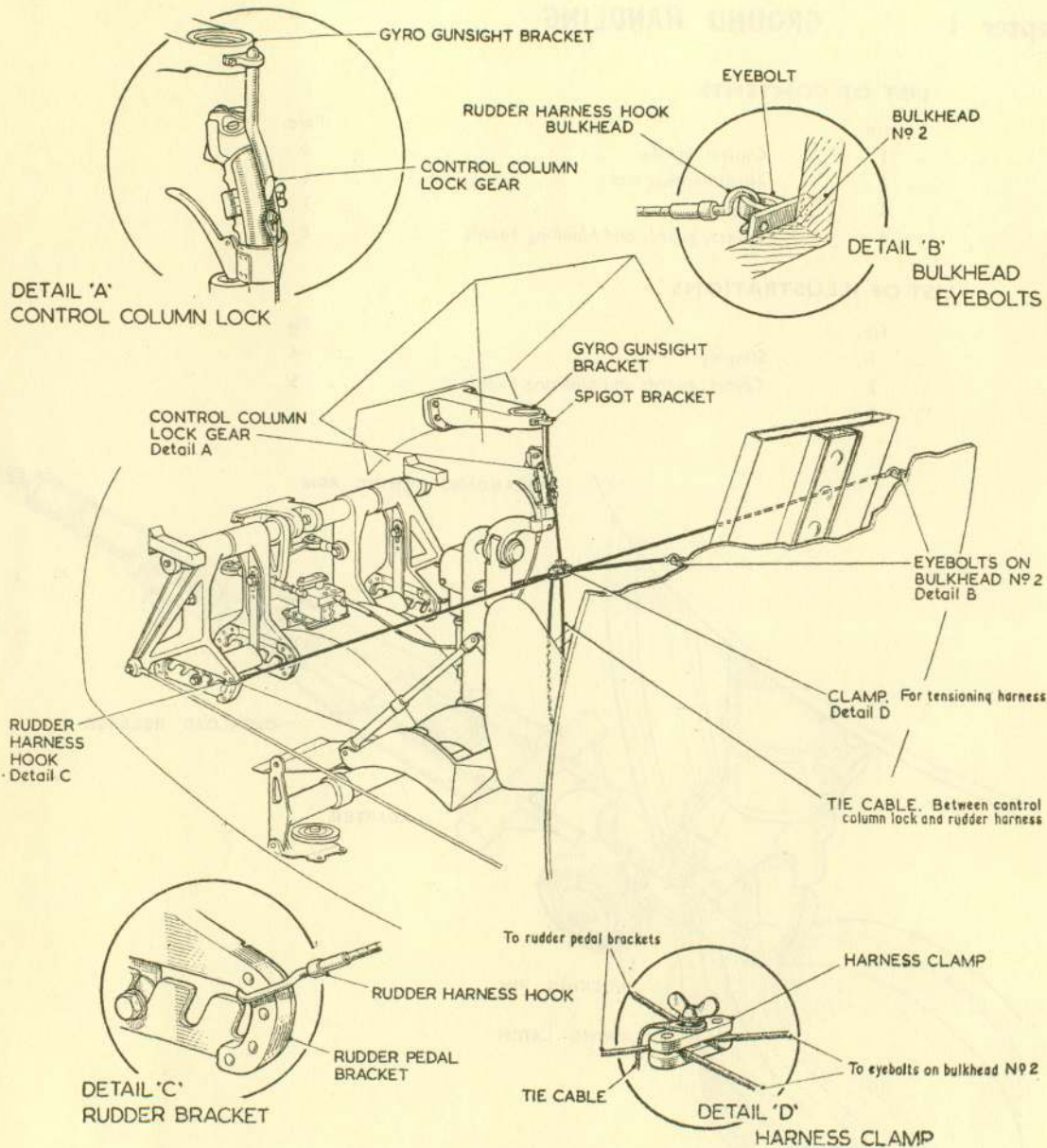


Fig. 2. Cabin control locks

The overload release mechanism must be set to pull off at 1750 lb., otherwise structural damage may result to the nose undercarriage mounting when towing.

#### Picketing

4. No special picketing gear or attachments are provided on the aircraft but ropes may be secured to convenient points on the main and nose undercarriages and, for additional security, straps may be placed around the tail booms, care being taken to avoid damaging the light-alloy skin.

#### Control locking

5. The control column and rudder pedals may be locked to the fuselage structure as shown in fig. 2. The equipment is stowed in the cabin in a satchel beside the pilot's seat. External locking clamps (Sect. 2, Chap. 4) are provided for the ailerons only and are fitted between the inboard end of the aileron and the main plane.

#### Alighting gear locks

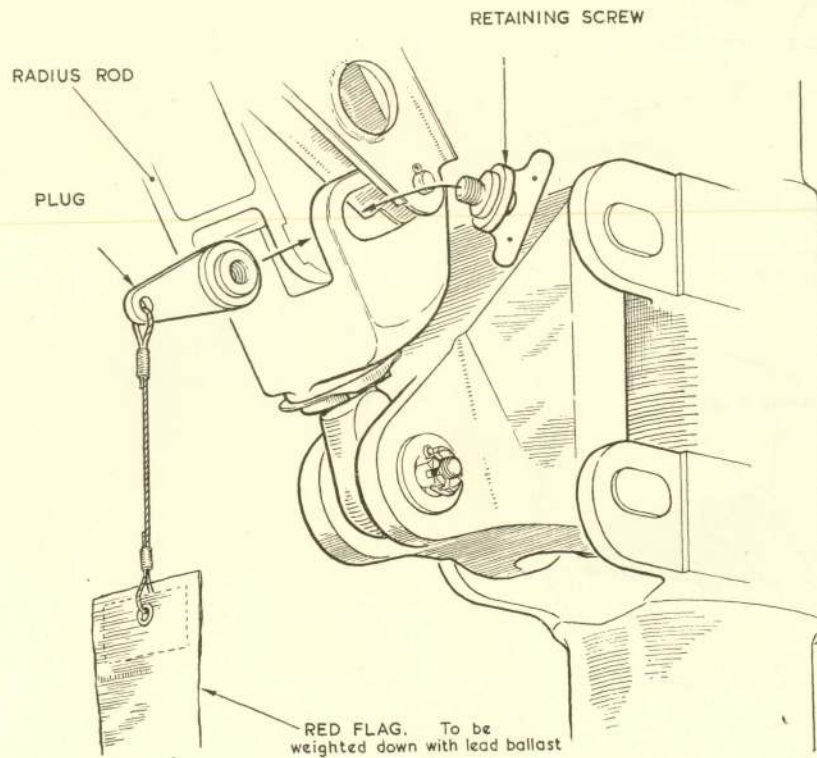
6. A safety lock, in the form of a plug and a retaining screw, may be inserted in the radius rods of the main undercarriage as shown in fig. 3. These locks must be in position whenever personnel are working beneath the aircraft. Red warning flags are attached to each plug as a reminder that they must be removed before flight.

#### Slings

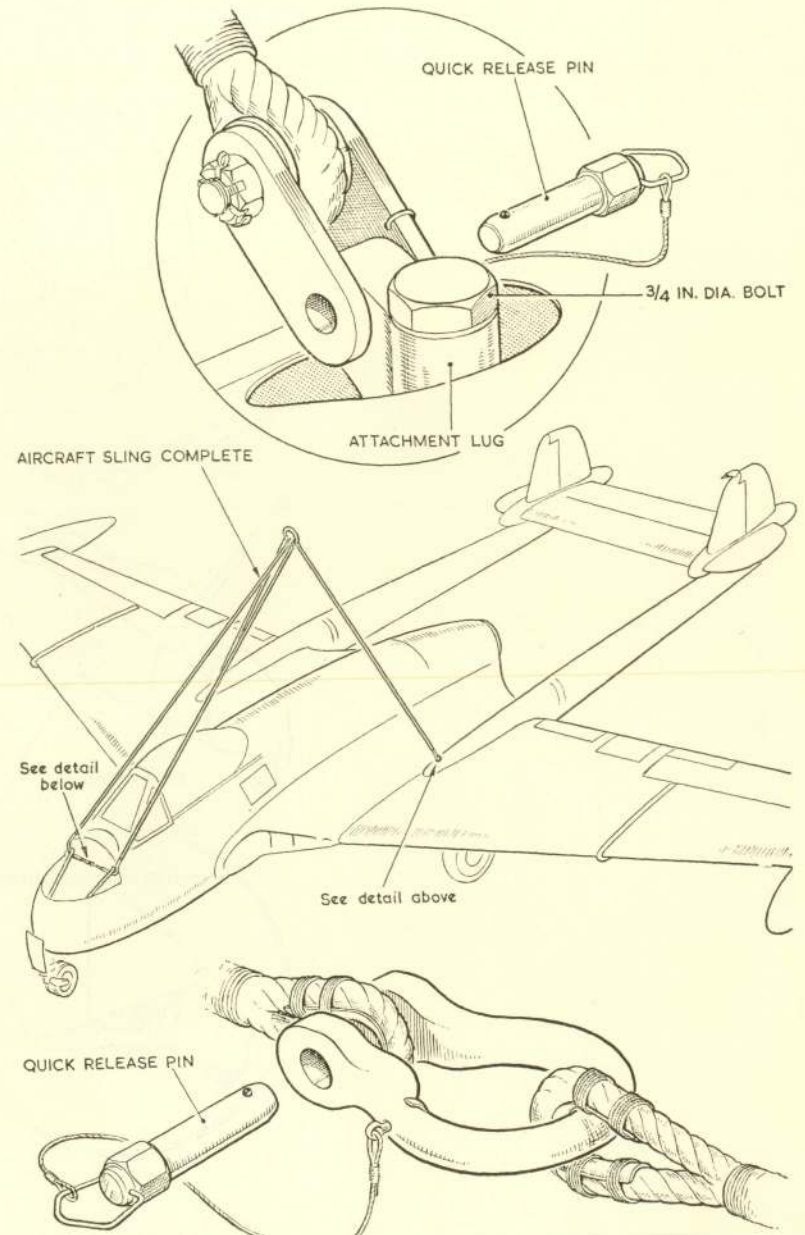
7. Before attaching the aircraft sling, the upper nose fairing must first be removed and then the small cover plates from the upper forward end of each tail boom. Each attachment lug must then be secured by a  $\frac{3}{4}$  in. dia. bolt having a plain shank of 3 in. The all-up weight of the aircraft under the various loading conditions will be found in Chapter 3 of this Section.

**Covers, guards and blanking boards**

8. The various covers, guards and blanking boards are illustrated in fig. 5. The air-intake guards must be in position at all times when the aircraft is on the ground including engine runs. The intake and tail pipe blanking boards should be fitted when the aircraft is parked for any appreciable time. After inserting the tail pipe blanking board, the crank handle should be turned in a clockwise direction to compress the rubber seal around the periphery, thereby securing the blanking board within the tail pipe.



**Fig. 3. Alighting gear ground locks**



**Fig. 4. Slings**

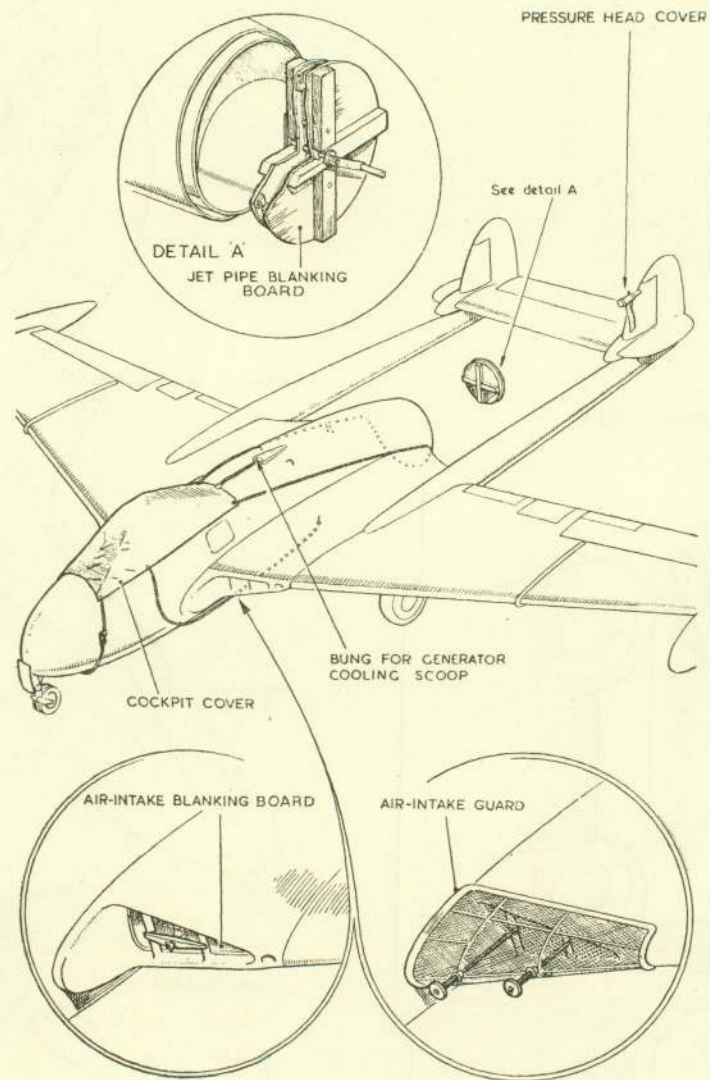


Fig. 5. Covers, guards and blanking boards

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