

**CHAPTER**

**09**

**TOWING AND  
TAXIING**



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## GENERAL

When moving the airplane for short distance it is pushed manually. The steel cable being anchored to main landing gear is used when towing the airplane by tractor.

The hints for towing the airplane are issued in subsection 09-20-00.

## TOWING

When moving the airplane for short distance it is moved by ground personnel pushing at the upper side of wing at the spots of wing ribs. The towing bar joined to the shaft of nose wheel is used for steering the airplane. It is strictly prohibited to push the airplane upon propeller spinner, wing skin between wing ribs or upon the other parts of airplane marked by inscription:

### DON'T PUSH HERE

The towing cable fixed to main landing gear legs is used when towing the airplane by tractor. The airplane in this case is steered either by pedals controlling the nose landing gear or by airplane braks in turns of small radius. During airplane towing the cockpit should be occupied by certified professional steering or braking the airplane.

The nose wheel of nose landing gear may be steered within  $\pm 15^\circ$  in left / right. The spring mechanism in steering system of nose wheel enables deflection of nose wheel for  $\pm 38^\circ$  in left / right when pertinent brake is applied.

# TAXIING

## **CAUTION**

TAXIING IS ALLOWED WITH FLAPS RETRACTED.

ADAPT THE SPEED OF TAXIING TO TERRAIN, OBSTACLES, AERODROME TRAFFIC AND WIND DIRECTION AND VELOCITY.

### Vital action

- |                  |   |
|------------------|---|
| 1) Parking brake | - OFF   |
| 2) Brake         | - PRESS 2x, CHECK BRAKE SERVICEABILITY BEFORE TAXIING |

### Winter traffic (below 0° C)

- |                  |   |
|------------------|---|
| 1) Parking brake | - OFF   |
| 2) Brake         | - PRESS 2x, CHECK BRAKE SERVICEABILITY AND IF IT IS FROZEN BEFORE TAXIING (when pushing the airplane the wheel should revolve freely) |

## **NOTE**

Remove icing by blowing the brakes with hot air.

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