

# **Chapter 09**

## **Towing and Taxiing**

## TABLE OF CONTENTS

Chapter	Title	
<b>09-00-00</b>	<b>GENERAL .....</b>	<b>3</b>
<b>09-10-00</b>	<b>TOWING .....</b>	<b>3</b>
<b>09-20-00</b>	<b>TAXIING .....</b>	<b>3</b>

## 09-00-00

## GENERAL

This chapter describes the procedures and precautions necessary for proper ground handling of the EXTRA 300S.

## 09-10-00

## TOWING

### **D A N G E R**

**When preparing for ground handling operation ensure that the ignition switch is off.**

The aircraft should be moved on the ground by hand without using a towing vehicle or tow bar. For moving the aircraft on the ground, push by hand the wing leading edges or pull at the inboard portion of the propeller blades.

## 09-20-00

## TAXING

Before attempting to warmup or taxi the aircraft, ground personnel should be checked by qualified pilots or other responsible personnel. All taxiing should be done at slow speed, and the controls should be positioned such that the effects of gusty wind are minimized.

### **C A U T I O N**

**Taxiing over loose gravel or cinders should be done at low engine speed to minimize damage to the airframe surfaces due to stone damage.**

The aircraft is taxiing as follows:

- 1 Start and warm engine up in accordance with the Pilot's Operating Handbook (PN: EA-04701) Section 4.3 "Starting Procedures".

### **C A U T I O N**

**Only operate with the propeller at minimum blade angle (High RPM).**

- 2 Taxi forward a few feet and check brake effectiveness.

- 3 While taxiing, make shallow turns to test the brakes and the steerable tail wheel if installed.
- 4 Keep the Mixture in "FULL RICH" position.