

## **SECTION 8**

### **GROUND HANDLING & SERVICE**

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## **INTRODUCTION**

This section contains factory-recommended procedures for proper ground handling and routine care and servicing. It also identifies certain inspection and maintenance requirements, which must be followed if the aircraft is to retain its new-plane performance and dependability. It is recommended to follow a planned schedule of lubrication and preventive maintenance based on climatic and flying conditions encountered locally.

## **AIRCRAFT INSPECTION PERIODS**

Inspection intervals occur at 100 hours and in accordance with special inspection schedules which are added to regularly scheduled inspections. Correct maintenance procedures are described in the aircraft's Service Manual or in the engine's Service Manual.

## **AIRCRAFT ALTERATIONS OR REPAIRS**

It is essential that the responsible Airworthiness Authority be contacted prior to any alterations on the aircraft to ensure that airworthiness of the aircraft is not violated. For repairs, refer to aircraft's Service Manual.

## **GROUND HANDLING**

### **TOWING**

The aircraft is most easily and safely maneuvered by hand by pushing on wing struts near attachments or by pulling it by its propeller near the axle. A tow bar can be fixed onto nose gear fork. Aircraft may be steered by turning rudder or, for steep turns, by pushing lightly on tailcone to lift nose wheel.

### **PARKING AND TIE-DOWN**

When parking airplane outdoors, head it into the wind and set the parking brake. If chocks or wedges are available it is preferable to use the latter.

In severe weather and high wind conditions it is wise to tie the airplane down. Tie-down ropes shall be fastened to the wing strut attachments and anchoring shall be provided by ramp tie-downs. Nose gear fork can be used for front tie-down location. Flight controls shall be secured to avoid possible weathervaning damage to moving surfaces. For this purpose, seatbelts may be used to latch control stick to prevent its movement.

### JACKING

Given the light empty weight of the aircraft, lifting one of the main wheels can easily be accomplished even without the use of hydraulic jacks. Remove the aluminum panel located between the steel springs and, while one person lifts one half-wing by acting on the spar immediately before the wingtip, another person will place a suitable stand with protective cover under the steel spring attachment.

### LEVELING

Aircraft leveling may become necessary to check wing incidence, dihedral or the exact location of CG. Leveling is obtained when the cabin floor and, in transverse direction, the main gear support beam are horizontal.

### ROAD TRANSPORT

It is recommended to secure tightly all aircraft components onto the cart to avoid damage during transport. Minimum cart size is 7x2.5 meters. It is suggested to place wings under the aircraft's bottom, secured by specific clamps. Secondary components such as stabilator and struts shall be protected from accidental hits using plastic or other material. For correct rigging and de-rigging procedure, refer to Service Manual.

## CLEANING AND CARE

To clean painted surfaces, use a mild detergent such as shampoo normally used for car finish; use a soft cloth for drying

The plastic windshield and windows should never be dusted when dry; use lukewarm soapy water and dry using chamois only. It is possible to use special glass detergents but, in any case, never use products such as gasoline, alcohol, acetone or other solvents.

To clean cabin interior, seats, upholstery and carpet, it is generally recommended to use foam-type detergents.



## FLIGHT MANUAL

**P92-JS**

SECTION 8

GROUND HANDLING & SERVICE

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