

**AA-5 SERIES
MAINTENANCE MANUAL**

CHAPTER 9
TOWING & TAXIING
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TOWING

1. General

This section provides the procedures recommended for manual towing of the AA-5, AA-5A, and AA-5B aircraft.

2. Towing Procedures

CAUTION: USING THE PROPELLER FOR GROUND HANDLING COULD RESULT IN SERIOUS DAMAGE, ESPECIALLY IF PRESSURE IS EXERTED ON THE OUTER ENDS. DO NOT ATTEMPT TO PUSH THE AIRCRAFT BACKWARD WITHOUT THE AID OF A TOW BAR. THIS ACTION COULD RESULT IN THE NOSE WHEEL PIVOTING ABRUPTLY AND DAMAGING THE NOSE WHEEL STOPS.

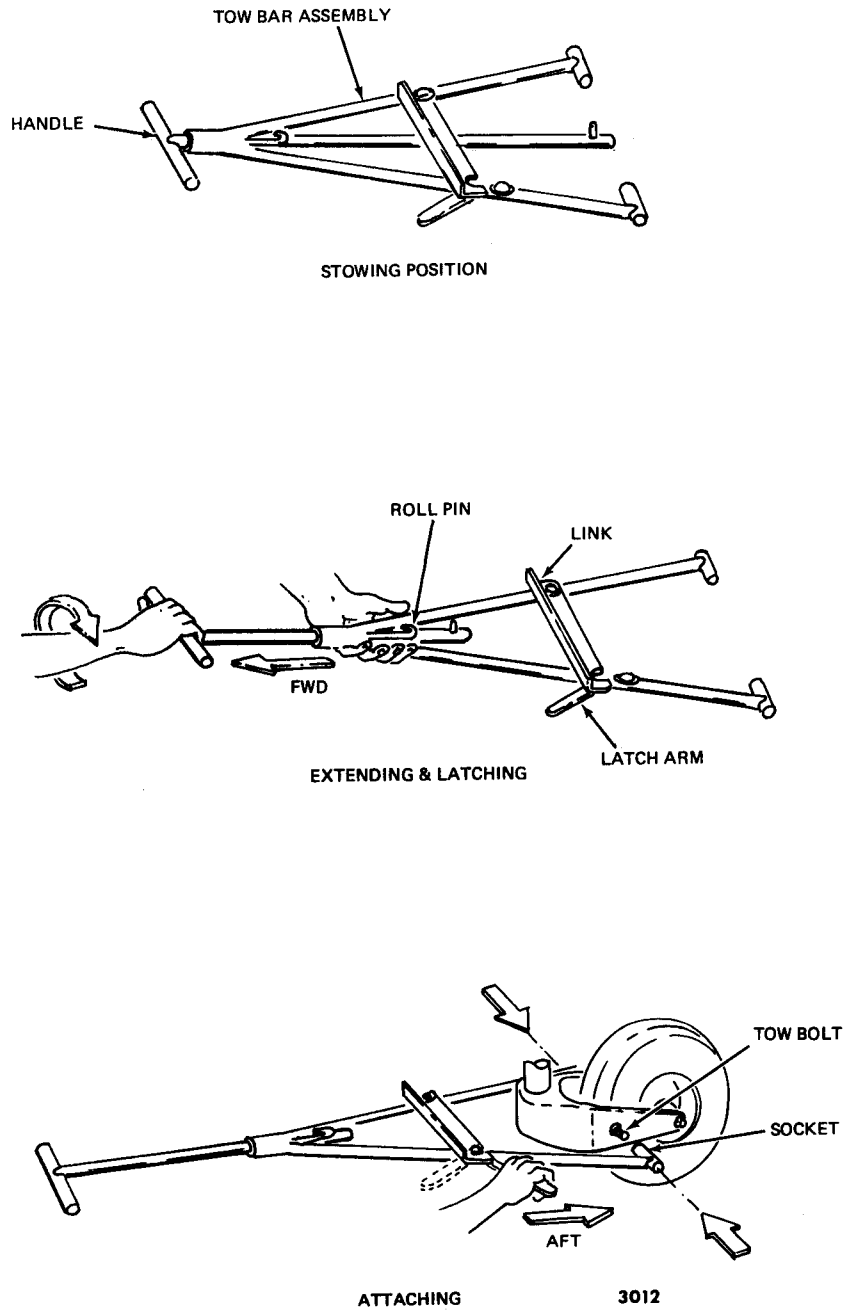
Towing of the aircraft should be accomplished by use of the nose gear tow bar (Part No. 5804052-501), as follows:

- A. Extend the tow bar by pulling the handle out and rotating it to engage the lock as shown in Figure 1.
- B. Open the jaws of the tow bar by pulling the latch arm forward as shown in Figure 1.

CAUTION: WHEN USING TOW BAR, EXERCISE CAUTION SO THAT FINISH ON NOSE WHEEL FAIRING IS NOT DAMAGED.

- C. Place tow bar sockets over tow bolts on nose gear and close latch by pushing latch arm aft, as shown in Figure 1.
- D. Tow aircraft by pulling or pushing tow bar handle.

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Tow Bar Usage
Figure 1

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TAXIING

1. General

Taxiing of the AA-5, AA-5A, or AA-5B aircraft is accomplished in a similar manner. Since the rudder controls on these aircraft are not directly coupled to the nosewheel, directional control during taxiing is maintained by use of differential braking.

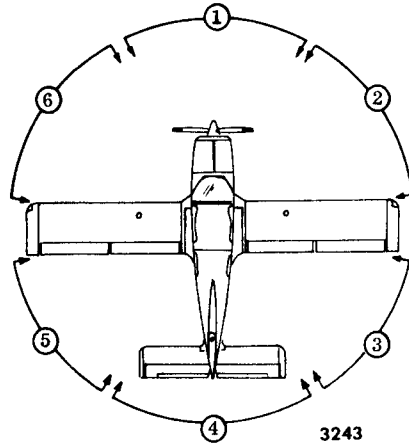
2. Taxiing Technique

All taxiing should be done at slow speed, and the controls should be positioned such that the affects of gusty wind are minimized. (See Taxiing Diagram, Figure 1).

Taxiing should not be attempted in strong crosswinds. If taxiing is necessary, the use of "wing walkers" is recommended.

Taxiing over loose gravel or cinders should be done at low engine speed to minimize damage to the propeller tips horizontal surfaces and landing gear due to stone damage.

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NUMBER	WIND DIRECTION	CONTROL	POSITION
(1)	FWD	WHEEL NEUTRAL	BACK
(2)	FWD RH QUARTER	WHEEL RIGHT	BACK
(3)	AFT RH QUARTER	WHEEL LEFT	FORWARD
(4)	AFT	WHEEL NEUTRAL	FORWARD
(5)	AFT LH QUARTER	WHEEL RIGHT	FORWARD
(6)	FWD LH QUARTER	WHEEL LEFT	BACK

**Taxiing Diagram
Figure 2**