



AIRPLANE MAINTENANCE MANUAL

PA-46-600TP

M600

M600 / *SLS*

PIPER AIRCRAFT, INC.

CHAPTER

9

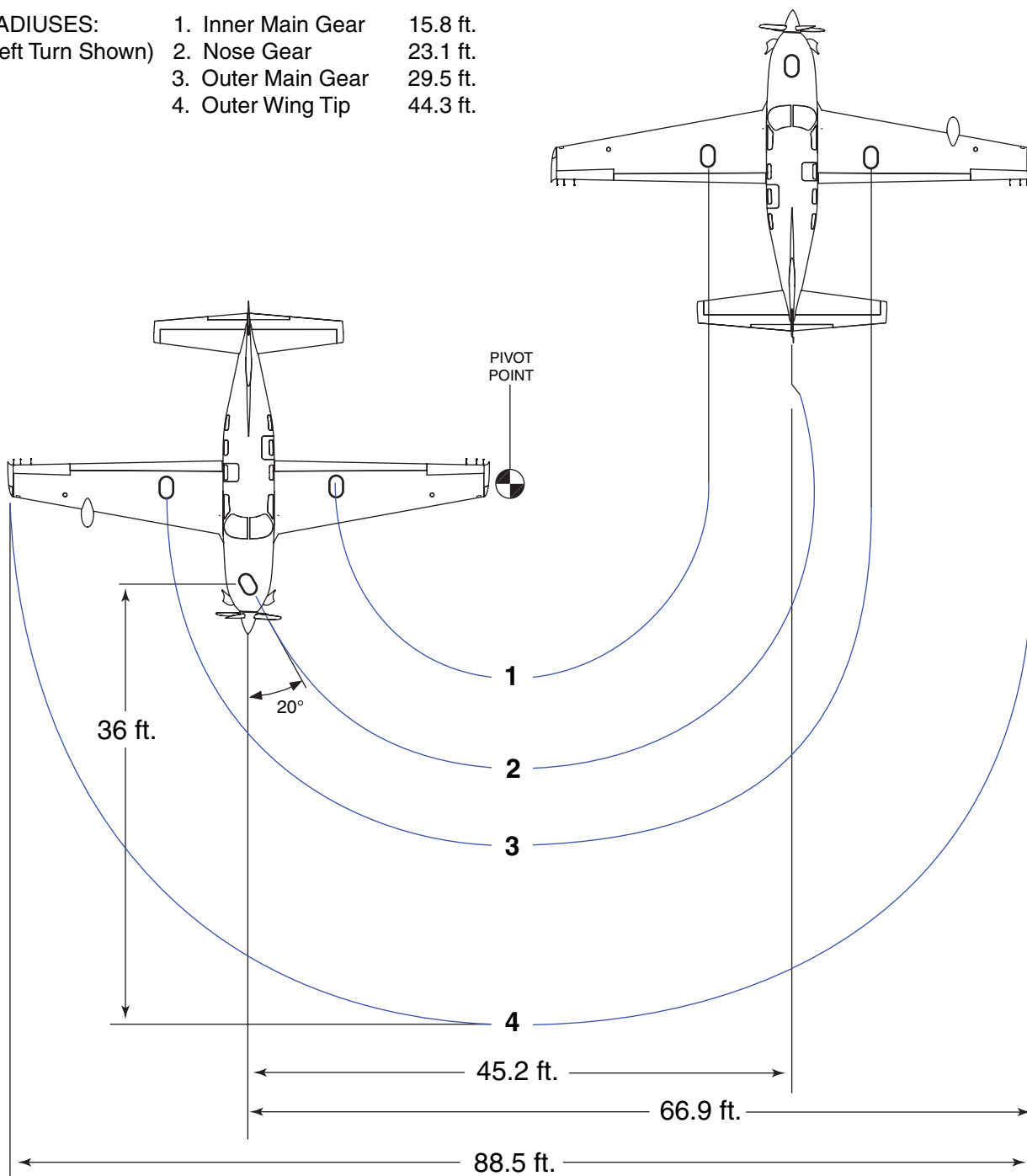
TOWING AND TAXIING

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GENERAL

Before towing or taxiing airplane, ground personnel must be informed by a qualified pilot or other personnel about tow turning limits of nose gear, engine starting and shutdown procedures, and any other system functions required to properly and safely move the airplane.

RADIUSES: (Left Turn Shown)	1. Inner Main Gear	15.8 ft.
	2. Nose Gear	23.1 ft.
	3. Outer Main Gear	29.5 ft.
	4. Outer Wing Tip	44.3 ft.



Turning Radius and Limits
Figure 1

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TOWING

CAUTION: WHEN TOWING WITH POWER EQUIPMENT, DO NOT TURN THE NOSE GEAR IN EITHER DIRECTION BEYOND ITS STEERING RADIUS LIMITS AS THIS WILL RESULT IN DAMAGE TO THE NOSE GEAR AND STEERING MECHANISM.

CAUTION: WHEN TOWING WITH POWER EQUIPMENT, USE ONLY EQUIPMENT THAT IS APPROPRIATE FOR THE AIRPLANE CLASS AND WEIGHT.

CAUTION: IF AIRPLANE IS STUCK (OR THE WHEELS ARE OTHERWISE NOT FREEWHEELING), DO NOT TOW THE AIRPLANE FROM THE NOSE. ATTACH TOW LINES TO THE MAIN GEAR STRUTS AS DESCRIBED BELOW.

No tow/steering bar is provided. If moving the airplane by hand or with power equipment using towing lines (see below), a qualified person should ride in the pilot's seat to steer with the nose wheel and to maintain control by use of the brakes.

The airplane may be moved and steered by power equipment appropriate for the airplane class and weight (i.e., that will not damage or cause excess strain to the nose gear, steering assembly, engine mount, etc.) under the following conditions:

- A. If the power equipment's tow bar stem will fit in the hollow of the nose wheel axle at its right side.
- B. If sufficient care is taken to ensure the nose gear steering assembly is not damaged or strained.

CAUTION: WHEN TOWING WITH POWER EQUIPMENT, DO NOT TURN THE NOSE GEAR IN EITHER DIRECTION BEYOND ITS STEERING RADIUS LIMITS AS THIS WILL RESULT IN DAMAGE TO THE NOSE GEAR AND STEERING MECHANISM.

- C. The nose gear turn limits are not exceeded. See placard on nose gear strut.

In the event towing lines are necessary, lines (rope) should be attached to both main gear struts as high up on the tubes as possible. Lines should be long enough to clear the nose and/or tail by not less than 15 feet, and a qualified person should ride in the pilot's seat to maintain control by use of the brakes.

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TAXIING

Before attempting to taxi the airplane, ground personnel should be checked out by a qualified pilot or other responsible person. Engine starting and shut-down procedures should be covered as well. When it is ascertained that the propeller back blast and taxi areas are clear, apply power to start the taxi roll and perform the following checks:

CAUTION: MINIMIZE GROUND OPERATION IN BETA AND/OR REVERSE THRUST POWER MODE TO AVOID DAMAGE TO THE WING PNEUMATIC DE-ICERS AND FUSELAGE FROM EXHAUST HEAT.

CAUTION: DO NOT OPERATE THE ENGINE AT HIGH RPM WHEN RUNNING UP OR TAXIING OVER GROUND CONTAINING LOOSE STONES, GRAVEL OR ANY LOOSE MATERIAL THAT MAY CAUSE DAMAGE TO THE PROPELLER BLADES.

CAUTION: OBSERVE WING CLEARANCES WHEN TAXIING NEAR BUILDINGS OR OTHER STATIONARY OBJECTS. IF POSSIBLE, STATION A GUIDE OUTSIDE THE AIRPLANE TO OBSERVE.

CAUTION: WHEN TAXIING ON UNEVEN GROUND, AVOID HOLES AND RUTS.

- A. When first starting, taxi a few feet and apply brakes to determine their effectiveness.
- B. While taxiing, make slight turns to ascertain the effectiveness of steering.