

8.9 AIRPLANE FILE

The owner or pilot is required to ascertain that the following aircraft papers are in order and in the aircraft.

- (a) To be displayed in the aircraft at all times:
 - (1) Aircraft Airworthiness Certificate Form FAA-8100-2.
 - (2) Aircraft Registration Certificate Form FAA-8050-3.
- (b) To be carried in the aircraft at all times:
 - (1) Pilot's Operating Handbook and FAA approved Airplane Flight Manual.
 - (2) Weight and Balance data plus a copy of the latest Repair and Alteration FAA Form -337, if applicable.
 - (3) Aircraft equipment list.
 - (4) Other equipment manuals as required.

Although the aircraft and engine logbooks are not required to be in the aircraft, they should be made available upon request. Logbooks should be complete and up to date. Good records will reduce maintenance cost by giving the mechanic information about what has or has not been accomplished.

8.11 GROUND HANDLING

- (a) Towing

The airplane may be moved on the ground by power equipment that will not damage or excessively strain the nose gear steering assembly.

CAUTION

When towing with power equipment, do not turn the nose gear beyond its steering limit in either direction, as this will result in damage to the nose gear and steering mechanism.

CAUTION

Do not tow the airplane when the controls are secured.

In the event towing lines are necessary, ropes 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 fifteen feet, and a qualified person should ride in the pilot's seat to maintain control by use of the brakes.