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**Section 09-00 General**

The airplane can be moved on the ground by taxiing under its own power or by towing either by hand. In view of its small size and light weight, the airplane can be moved easily by one person. For short distances, moving the airplane by hand is the preferred method. For longer distances, taxiing is the preferred method whenever feasible. Due to the possibility of damage to the nose landing gear, extreme caution should be exercised when towing the airplane with a vehicle.

**Section 00-01 Equipment and Accessories**

Third party sources have developed a special accessory for towing the XL-2 airplane. This accessory allows for safe and secure towing by hand. Other tow bars can cause damage to the airplane. Liberty Aerospace, Inc. does not make any recommendations on the use of any tow bar from a third party source. Use of a tow bar is at the owner’s risk.

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A tow bar designed for the airplane is available from third party sources. Use of any locally fabricated tow bars can cause damage to the airplane. Liberty Aerospace, Inc. does not make any recommendations on the use of any tow bar from a third party source. Use of a tow bar is at the owner’s risk. If there is a need for additional information concerning a tow bars, contact the Customer Service department of Liberty Aerospace, Inc.
Section 09-10 Towing

This section details the procedures for towing the airplane by hand.

CAUTION

If attempting to tow or move the aircraft, caution should be exercised to assure the nose landing gear is not damaged. The best way of moving the aircraft is by positioning a person, or people, in safe positions around the aircraft, making sure not to apply excessive pressure to aircraft components. In addition, use care when turning the aircraft.

CAUTION

When moving the airplane backward, the nose landing gear will tend to caster to a “hard over” left or right position. Maintain a firm grip on the tow bar to prevent the nose landing gear from contacting limit stops at 80-degree left or right position.
**POSITIONING BY HAND**

Perform this procedure to position the airplane by hand.

1. Remove forward and aft nose gear fairing from nose gear assembly. See Figure 09-1 for an exploded view of the forward wheel fairing.

![Figure 09-1 Exploded view of the Forward Wheel Fairing](image)

2. If using a tow bar, attach the tow bar to the nose landing gear. See the note on page 5 of this chapter.
3. Remove chocks and release the parking brake.
4. Move airplane to desired position.

**CAUTION**

*If attempting to tow or move the aircraft, caution should be exercised to assure the nose landing gear is not damaged. The best way of moving the aircraft is by positioning a person, or people, in safe positions around the aircraft, making sure not to apply excessive pressure to aircraft components. In addition, use care when turning in the aircraft.*

5. Chock main wheels.
6. If using a tow bar to move the airplane, remove tow bar.
7. Replace the forward and aft nose gear fairing.
8. Set the parking brake.
Section 09-20 Taxiing

On the ground, control of the Liberty XL-2 is from the brakes on the main gear. The left and right finger brakes (located on the cockpit center console) or the toe brakes (mounted on the rudder controls) control the brakes. Very tight turn radii can be achieved by operation of an individual brake. A parking brake lever is also located on the cockpit center console.

Figure 09-2 Pilot’s (Left) and Co-pilot’s (Right) toe brakes

Figure 09-3 Parking Brake in an Airplane with Toe Brakes (Left) and with Finger Brakes (Right)

Section 20-01 Taxiing Procedures

This section contains the individual procedures for taxiing the airplane. One procedure uses the finger brakes the other uses the toe brakes.

WARNING

QUALIFIED AND PROPERLY TRAINED PERSONNEL SHOULD ONLY TAXI THE AIRPLANE.
TAXIING PROCEDURES (FINGER BRAKES)

Perform this procedure to taxi the airplane using the finger brakes.

1. Check the area around and in front of airplane that it is clear of all obstacles and foreign objects (personnel, tools, work stands, toolboxes or carts, etc).

2. Remove chocks, tie-down ropes, and tow-bar if attached.

3. Enter cockpit; secure seat belt; release parking brake; check brake operation by pulling aft on both brake levers.

4. Set the parking brake.


6. Release the parking brake.

7. Use minimum required power to taxi the airplane to desired position. Operate left brake to steer airplane left, or operate the right brake to steer right. Operate both brakes simultaneously to reduce speed or bring airplane to a stop.

   **NOTE**

   Both brake levers must have firm and equal resistance within first 2 inches of travel.


9. Secure the airplane as necessary see Chapter 10 - *Parking*.
TAXIING PROCEDURES (TOE BRAKES)

Perform this procedure to taxi the airplane using the finger brakes.

1. Check the area around and in front of airplane that it is clear of all obstacles and foreign objects (personnel, tools, work stands, toolboxes or carts, etc).
2. Remove chocks, tie-down ropes, and tow-bar if attached.
3. Enter cockpit; secure seat belt; release parking brake; check brake operation by pushing on the individual toe brake pedals.
4. Set the parking brake.
6. Release the parking brake.
7. Use minimum required power to taxi the airplane to desired position. Operate left toe brake to steer airplane left, or operate the right toe brake to steer right. Operate both brakes simultaneously to reduce speed or bring airplane to a stop.

Both brake levers must have firm and equal resistance within first 2 inches of travel.
9. Secure the airplane as necessary, see Chapter 10 - Parking.