

ROBERT'S RULES FOR TOWING

1. INSPECTION

Prior to hooking up the towbar to the tug, make a quick visual inspection of the towbar. Check for a bent or damaged frame and for worn or missing parts. Check tire pressure. Check that you have the proper head installed. DO NOT attempt to tow any aircraft with a damaged or improper towbar.

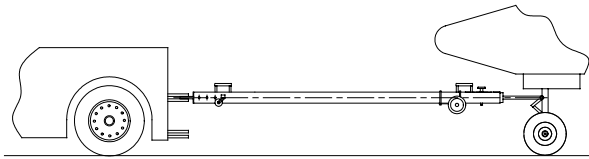
2. RESPONSIBILITY

Operator of the tug must understand that it is his/her responsibility to move the aircraft safely from "Point A" to "Point B". NO HOT RODDERS.

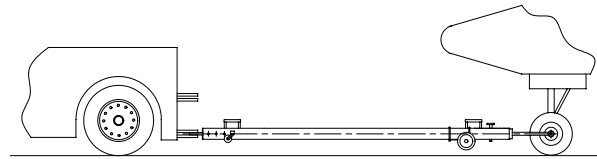
3. HOOK UP

When hooking the towbar to the tug, three things are necessary:

1. The proper tug and towbar for the size aircraft being moved.
2. The towbar must be approximately level between the aircraft and the tug.
3. The hitch on the towbar must move freely on the hitch mounted on the tug.



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BASIC TOWING RULES

1. Prior to moving, make sure that full swivel release pins are released (if applicable). Also double check that all the tie downs and chocks are removed and aircraft brakes are released.
2. TOW SLOW, max speed, a brisk walk.
3. NOSE WHEEL TOWING LIMITS: Do not exceed towing limits. If not marked or not known, do not exceed 30° from center. Be extra cautious on snow and ice.
4. To prevent hangar rash when squeezing the birds together an extra set of eyes helps.
5. Push at a creep to minimize chance of jack-knife."Think Safety" and use common sense.

NOTE: Thousand of dollars in damage can occur in a few seconds while towing. It is estimated that 90% of towing damage is due to operator negligence. We all know when it's raining or -10° below zero and your on an open tug it's tough to go at a walking speed.

**Thanks for reading the rules.
Robert Brackett, President, Brackett Aircraft Co., Inc.**