AIRCRAFT TOWING

The towing of aircraft must be done with extreme caution. Wing tips, tails, stress on the nose gear, a wet nose gear, turn limits, and torque link disconnects all must be taken into account prior to moving an airplane. These factors play a vital role during towing operations. You must remain cognizant of them at all times, whether an airplane is being moved into or out of a hangar or just around the ramp. Above all else, never try to fit an airplane into a space that seems okay. Stop! Check it out first and make sure it really is okay before continuing.

Most often, towing accidents occur when not enough thought is given before the operation begins or when concentration is lost while it is in process. You must be alert and know what you are going to do and how you are going to do it before towing any aircraft. Three line service technicians are required when moving an airplane into or out of a hangar. Communication between the wing-walkers and the tug operator is extremely important. Remember, if it is not done right, damage is likely to occur.

Ask questions while trapping or connecting the tow bar if you are not sure how to do it correctly. If towing is done incorrectly, major damage could be the result. Major damage normally means a major repair bill. Do not just do it or think it looks okay. If this is the case it probably means it is not okay. Everyone at our FBO is on the same team and eager to help you.

In the event you need to tow an aircraft that you have never towed before, please seek proper instruction and consult the tugs’ operations guides. These guides show what attachments to use, what gear strap to use, and the correct positioning of the strap. They also provide other important information about the trapping and towing procedure. Become familiar with them.
There is never an excuse for damaging an aircraft; there are only reasons. Do not let yourself be caught in the position of having to explain why you caused damage to an aircraft. Always use extreme caution and sound judgment while performing this operation.
EXERCISES

1. Does your FBO operate Lektro tugs? If no, ask your supervisor to go review what is not relevant to you in the previous section.

☐ Yes  ☐ No

2. Why is it always a good idea to have two wing-walkers while moving an aircraft inside a hangar?

3. What are two things that could happen if an aircraft is not properly trapped, or if the wrong tow bar is used when towing?
I have reviewed the previous section with the LST whose name appears on the first page of this guide, demonstrating procedures and interjecting information when appropriate.

______________________________  __________
Supervisor Signature              Date