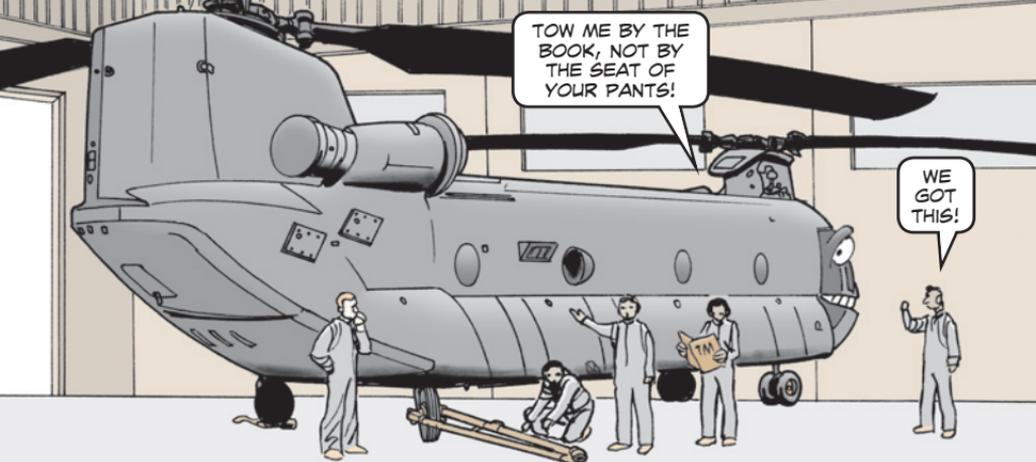


Tow The *Right* Way



Towing your Chinook from the rear—the normal method—means paying close attention to all CAUTIONS and procedural steps in TM 1-1520-240-23&P and TM 1-1520-271-23&P.

If the landing gear are not positioned properly prior to towing, your bird could end up grounded with a broken leg. And that's no joke.

OK, I guess you're not laughing. And you shouldn't be because the laugh will be on you if a wheel gets damaged or the landing gear snaps because the towing setup was wrong.

Prior to towing, the left aft wheel must be rotated 120 degrees from the trailing position so that the brake and brake disk are facing outboard. If the left aft brake and brake disk are not pointing outboard, the wheel will attempt to turn during towing and the landing gear could snap off.

The aft right wheel stays in the trailing position (with the brake and brake disk facing inboard) and the tow bar attached to it.

You should never tow the aircraft with the tow bar attached to the aft left landing gear. And don't forget that all towing (normal or alternate methods) must be done with the swivel locks disengaged.

