

NO HALF STEPPIN' AND NO KICKIN'!



IF I GOTTA GET YOU LOOSE, I MIGHT AS WELL HAVE FUN DOING IT!

HEY! YOU CAN'T JUST GO KICKING EVERYTHING YOU SEE!

Mechanics, there's a right way and a wrong way to remove the tow bar from your aircraft.

For the Apache A and D models and the Chinook, simply follow the IETM and TM procedures for removal and installation. If your TM does not have the procedure for disconnecting the tow bar from your aircraft, here's the rule of thumb:



FOLLOW THE TOW BAR CONNECTION STEPS IN THE TM IN REVERSE ORDER, WHICH MEANS YOU WOULD DISCONNECT THE TOW BAR FROM THE TOW VEHICLE FIRST, AND THEN FROM THE TAIL WHEEL AXLE TOW POINTS.

HALF-STEPPIN' ON THE JOB TO SAVE SOME TIME BY KICKIN' THE TOW BAR LOOSE FROM THE AIRCRAFT WITHOUT FIRST DISCONNECTING IT FROM THE TOW VEHICLE IS THE **WRONG WAY.**

Any residual load or pressure not removed by disconnecting the tow bar from the tow vehicle first means you add unnecessary and excessive force to disconnect the tow bar from the aircraft. This causes excessive wear and tear to the aircraft's copper alloy bushings that are used on the tow points. Kicking the tow bar loose could also cause it to land on your foot! **Ouch!**

We have the best equipment in the world and it's up to you to take care of it. Start by putting your hands on the tow bar to remove it from the tow vehicle and then from the aircraft. And keep your feet on the ground!