



## **Supplement to the Aircraft Operating Instructions (AOI) Tow Bar Interface and Operation**

**Airplane Type : CT / MC**

**Airplane Models : CTLS / CTLS<sup>HL</sup> / MC**

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**Airplane Registration Number : \_\_\_\_\_**

**Airplane Serial Number : \_\_\_\_\_**

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## 1. GENERAL

This document is valid only for the identified aircraft S/N on the cover sheet. It may not be transferred to any other operated aircraft.

The Supplement provides only the additional information valid for the towing. All other information of the aircraft basic AOI remains valid.

## 2. SYSTEM DESCRIPTION

When the aircraft is equipped with an interface for Tow Bar connection, there are two protruded pins attached to the nose gear leg. The tow bar is attached to these pins. The tow bar attachment size fits to one of the most common tow bars, that also fit most Cessna aircraft models. See figure 1.

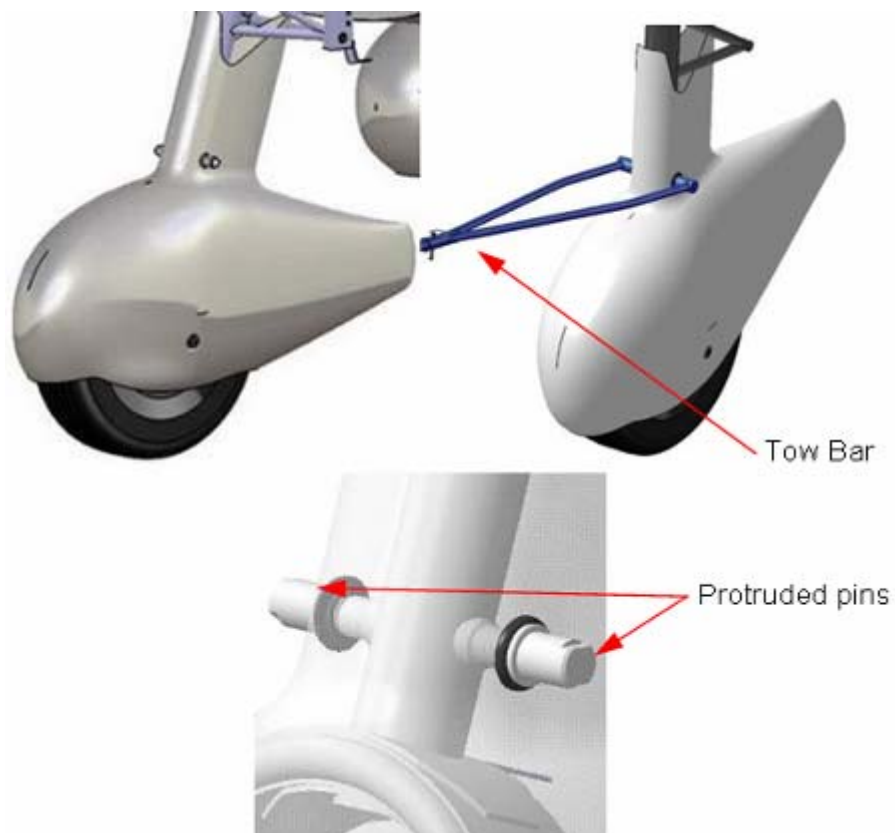


Fig. 1

### 3. TOWING INSTRUCTIONS

To attach the towing bar to the towing pins, follow the instructions of the individual towing bar design. Make sure the towing bar dimensions properly match the towing pins.

When the tow bar is attached to the nose gear, the aircraft can be easily moved by hand. You should always pull or slow down with the tow bar. Avoid pulling on the propeller, to avoid damages to the propeller.

To steer the aircraft while pulling, move the tow bar to the sides. The range of steering is limited by the stops of the rudder control system. Red lines on the lower cowling show the allowed range of steering. The red line on the nose gear fairing must always stay in between the two lines on the cowling. See figure 2.



Fig. 2

- ▲ **Warning:** The tow bar has a long arm. When you steer with the tow bar you can bring high force to the nose gear steering mechanism. When you try steer more than is possible by the rudder control system stops, you can easily damage the rudder control system. Therefore, always stay within the area indicated by the red lines on the cowling.
- ▲ **Warning:** Do not use power tugs! The tow bar interface is designed to support towing by hand, only. Usage of power tugs provides a high risk to damage the rudder control system stops.

#### 4. PLACARDS AND MARKINGS

The tow bar may only be used when the following markings are present on the aircraft. See figure 3. Markings must match with the rudder control system stop adjustment.

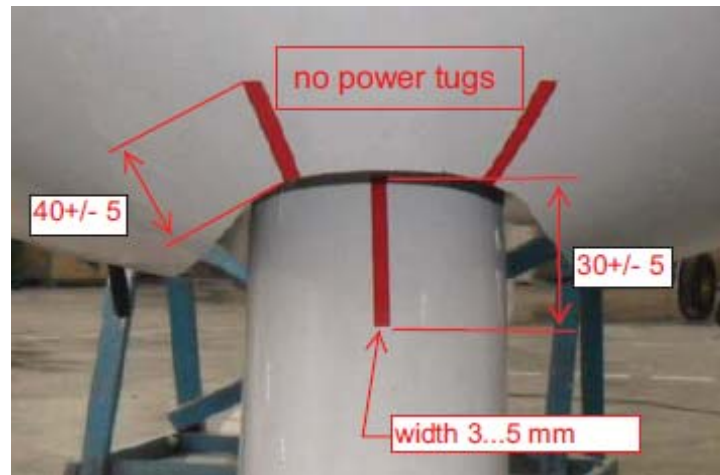


Fig 3.

Two red lines on the cowling mark the maximum deflection obtainable with the nose gear. See figure 3.

One red line on the nose wheel fairing marks the center reference line of the nose wheel and provides the steering position. See figure 3. This marking is in line with the tow bar towing direction, when attached. See figure 4.

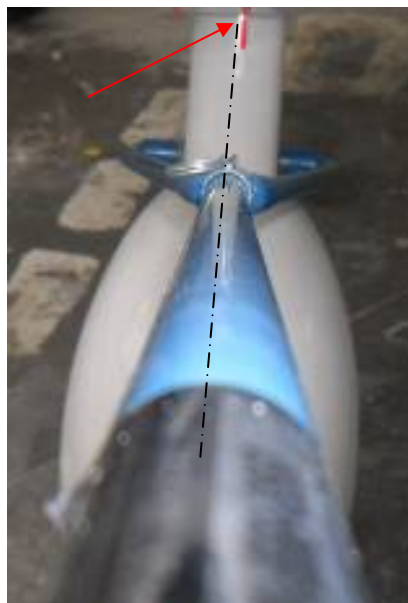


Fig 4.