

## TWIN COMMANDER 500S

### **Towing Procedures**

The following precautionary measures should be taken when handling the aircraft on the ground:

- a. Control surfaces shall not be locked while towing or turning the aircraft.
- b. Do not set parking brakes until overheated brakes have cooled.

Moving the Aero COMMANDER on the ground may be accomplished by either of the following methods:

- a. Pulling and guiding with a tow bar. The nose gear will caster 45<sup>0</sup> to each side of center for ordinary turning. These tow limits are marked on the nose cap and shall be strictly observed as the nose gear can be damaged if turned beyond the limit marks.
- b. Lowering the tail and moving backwards. The main wheels are so close to the center of balance that two men can easily lower the tail and move the aircraft as desired.

Attach a rope harness to the main landing gear to move aircraft over soft or muddy ground. Never push, pull or lift aircraft by the ailerons, elevators, and or flaps. Observe NO PUSH areas on the tail cone, nose section, and nacelles

### **CAUTION**

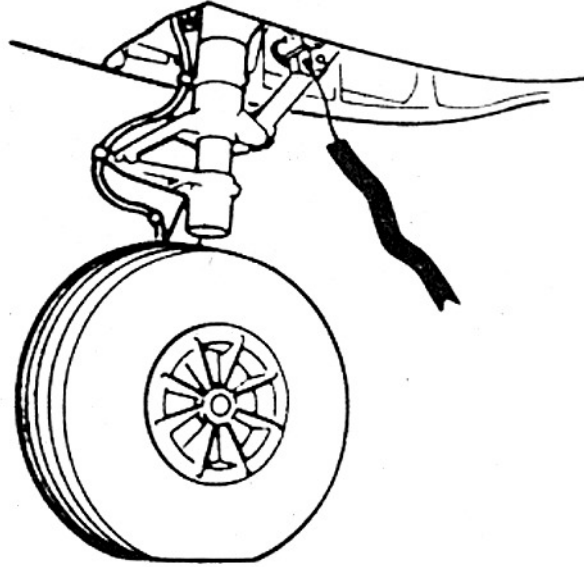
**Do not tow the aircraft by the tail skid. Do not use the nose gear strut as an attach point when towing by tug or truck. Tow only by nose gear axle attach points or by rope harness landing gear. Use extreme caution to avoid jerky motions, as serious damage can result.**

### **GROUND SAFETY LOCKS**

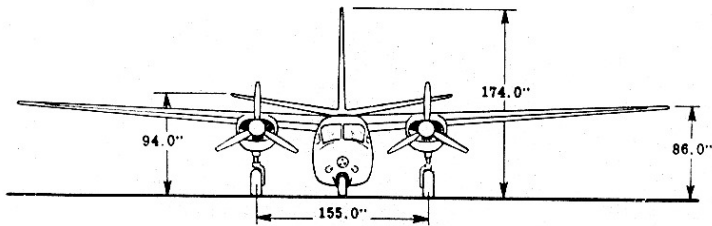
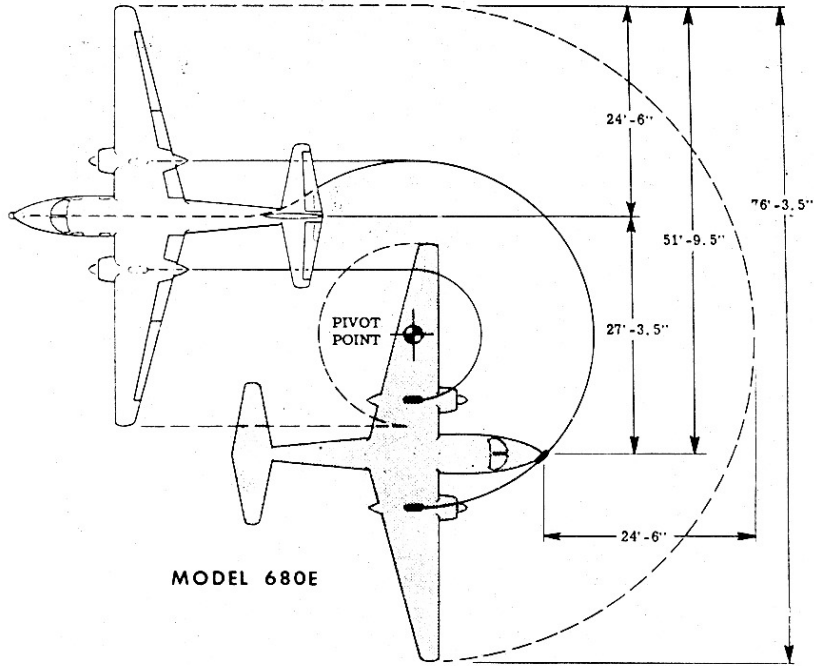
Each main landing gear drag brace is drilled for the installation of a ground safety lock pin. (see figure 1). These safety pins should be installed at all times when performing ground maintenance. The pins are easily and *quickly* installed and provide a positive gear lock until removed.

**CAUTION**

Remove pins before takeoff.



**Ground Safety Locks  
Figure 1**



Minimum Turning Distance  
Figure 2