

TOW BAR BLUES?



Sure, Birdmec, you pull maintenance on your birds. No sweat. But how 'bout your ground handling equipment? No PM! Oh, my achin' arches.

F'rinstance, take a good look at the ground handling tow bar, FSN 1730-967-9556. Every shop set, ground handling, including airmobile units, have 'em for moving stiff-and flap-wing birds around the roost.

That tow bar does yeoman duty, but it's neglected something awful, especially those 6-in solid rubber tires, FSN 2530-288-0406, P/N WD6106.

You won't find a parts breakdown or written poop on the tow bar, but those wheels need TLC. Watch 'em for irregular wear, cupping, flat spots, one-sided wear.



Keep 'em clean. Wipe off avgas, grease, oil immediately.

Always pull an empty tow bar with the connecting crossbar in place.

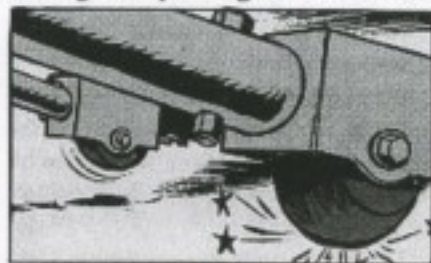


Tow a bird, or stow the tow bar, with the crossbar secured in 2 places. Try to

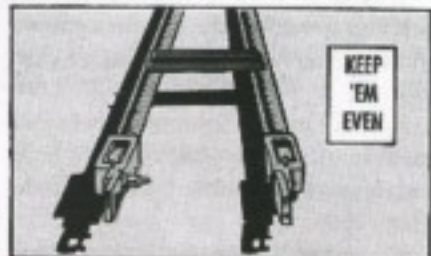


avoid rough surfaces, like PSP... wears the rubber wheels somethin' fierce.

Never pull the tow bar around on one leg else you'll give it that run-



down-at-the-heels look. Tow on an even-Steven keel so that both wheels get the same amount of wear 'n' tear.



And when the tow bar is standing "at ease" never park it with the rubber wheels on surfaces soaked with grease or oil. Ruins 'em PDQ.