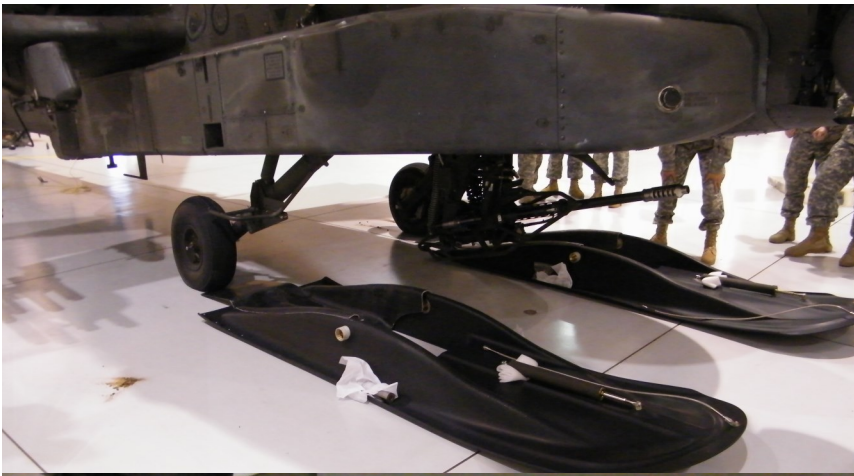


AIRGLAS RECOMMENDATION FOR TOW CREW:

- ALL MEMBERS OF TOW CREW SHOULD HAVE A WHISTLE, OR OTHER SOUND DEVICE AVAILABLE TO QUICKLY NOTIFY TOW VEHICLE OPERATOR OF A PENDING HAZARD.
- INSTALL THE TAIL SKI FIRST, BEFORE INSTALLING MAIN SKIS.
- ENSURE TIRES ARE INFLATED TO MAXIMUM PRESSURE. THIS WILL STABILIZE TIRES AND EASE INSTALLATION AT LATER STAGES.
- POSITION TOW CREW MEMBERS ON FORWARD SIDE OF BOTH SKIS, LOOKING DOWN THE TUNNEL, BACK TOWARDS TOW VEHICLE. ATTENTION SHOULD BE PAID TO INBOARD AXLE OF GEAR AND ANY PART OF LANDING GEAR THAT HAS POTENTIAL TO HIT THE SKI.



POSITION A TOW CREW MEMBERS ON BOTH SKIS, **SO THEY HAVE THIS VIEW.** SIDE VIEWING MAY NOT BE ADEQUATE. THIS IS IN ADDITION TO ALL OTHER TOW CREW REQUIREMENTS.

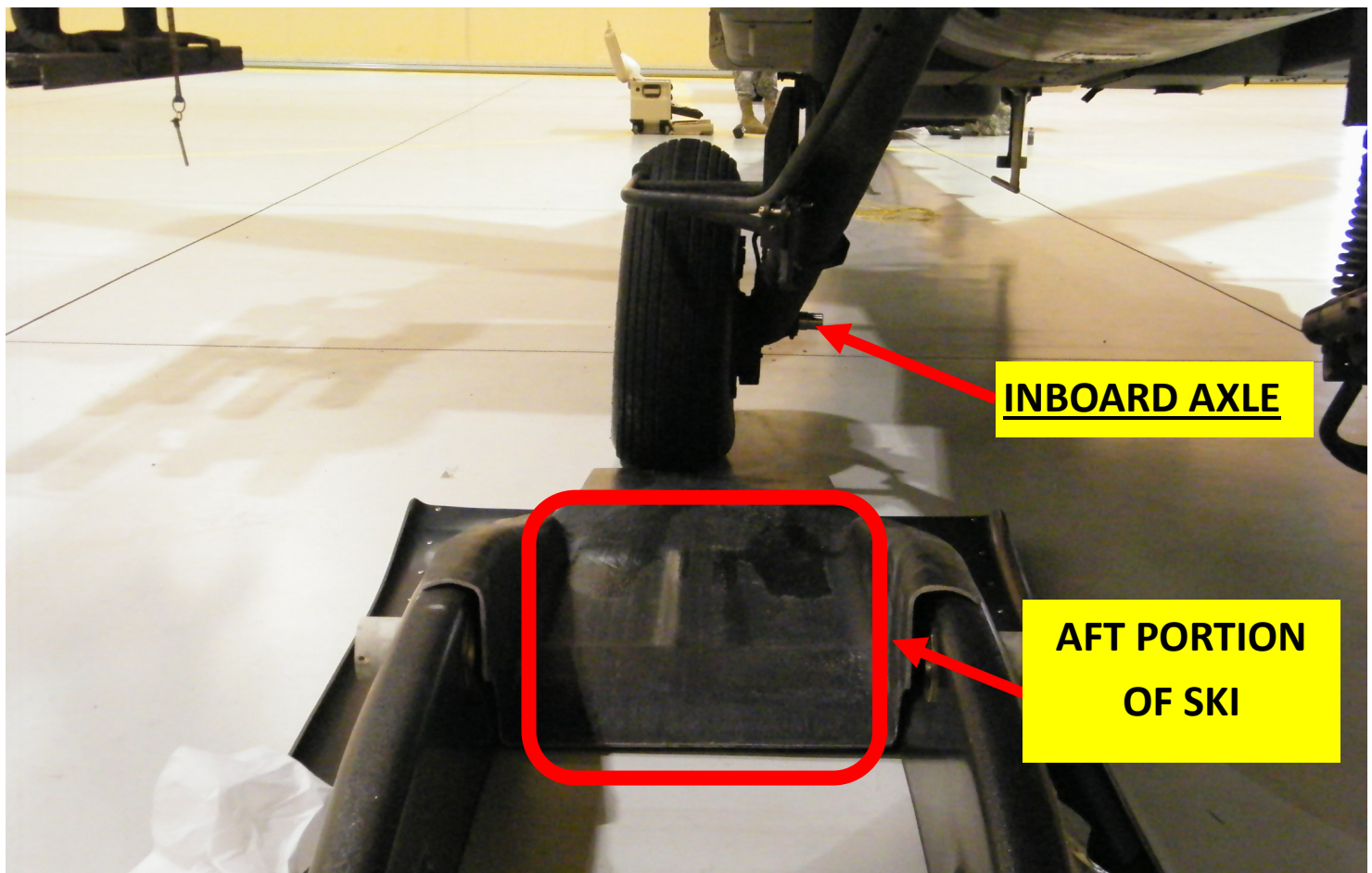


WARNING: INSTALL AIRGLAS
SKI RAMP. THE RAMP EASES
INSTALL AND PROTECTS SKI
FROM DAMAGE BY GEAR
DURING TOW OPERATION.



WARNING: PRIOR TO TOWING AIRCRAFT,
VERIFY NO PORTION OF GEAR WILL HIT
SKI. ESPECIALLY THE INBOARD AXLE.





VERIFY TOW VEHICLE DOESN'T SURGE WHEN BRAKE IS RELEASED. SURGE OF TOW VEHICLE CREATES A MAJOR CONTROL ISSUE. TOW OPERATION SHOULD ALWAYS BE DONE IN TWO STAGES. THE **FIRST STAGE** IS FROM RAMP TO CENTER OF AFT PORTION OF SKI. AT THIS POINT, A VERIFICATION NEEDS TO OCCUR TO ENSURE NO PORTION OF SKI WILL BE HIT BY GEAR. PAY PARTICULAR ATTENTION TO **INBOARD AXLE**. IF IT APPEARS THE SKI WILL BE HIT BY GEAR, ROLL AIRCRAFT BACK OFF SKI AND RE-ADJUST. IF NO INTERFERENCE EXIST, MOVE TO **SECOND STAGE**, SLOWLY TOW AIRCRAFT FORWARD INTO WHEEL WELL.

NOTE: TOW OPERATOR SHOULD HAVE VERY GOOD CONTROL ON BRAKES. STOP!!! AS SOON AS WHEEL ENTERS THE WHEEL WELL.