

MOONEY SERIES

TOWING INFORMATION

MODELS: M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J [201], M20K [231], M20L [PORSCHE], M20M [TLS/BRAVO], M20R [OVATION/OVATION 2], M20S [EAGLE]

NOTE: HANDTOW BAR ONLY RECOMMENDED

It is recommended that the use of only a Mooney approved hand tow bar be used for moving all Mooney aircraft models. These tow bars are made so they can be carried inside the aircraft's baggage compartment by the owner/pilot. The tow bar attaches to the nose gear crossbar. [See illustration]

One man can move the aircraft providing the ground surface is relatively smooth and the tires are properly inflated.

When no tow bar is available, or when assistance in moving the aircraft is required, push by hand:

- (1) on the wing leading edges [at a rib station (a rivet line is visible)]
- (2) on the wing tips, and
- (3) on the inboard portion of the propeller blades, adjacent to the propeller hub.

Towing by tractor or other powered equipment is NOT RECOMMENDED.

However, when at large airports, this is going to be the preferred method by FBO/Line personnel. The owner/pilot should advise and caution the tow vehicle personnel that the nose gear may be damaged if a turning radius below the maximum recommended in the AFM [Section I] is used during the tow activity. The approved turning radius is also shown by decals and pointers located on the front of the Nose Landing Gear leg assembly.

CAUTION: Exercise care not to turn the nose wheel past its normal swivel angle degrees [left or right of center]. Exceeding the turn limits as shown on the turn indicator may cause structural damage.

Maximum allowable damage to nose gear leg assembly is 1/32 inch dent.

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