
LEKTRO

AIRCRAFT TOWING VEHICLE AP88 SERIES AP89 SERIES

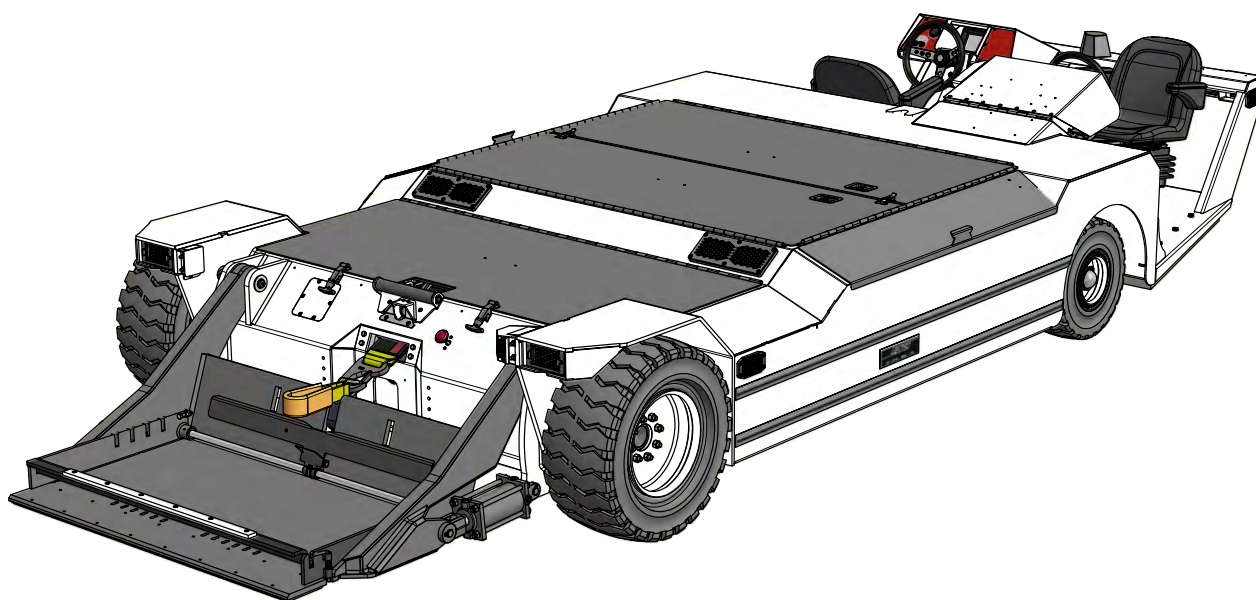


TABLE OF CAPTURE METHOD BY AIRCRAFT TYPE

Capture Table
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TABLE OF CAPTURE

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2b Table of Capture Method by Aircraft Type:**.01 Table Key**

The table on the following pages is intended to provide general planning and operational guidelines to define tug model capability, capture method and special adapters and / or precautions for specific aircraft model, weight range and nose/tail wheel design.



CAUTION: Final verification must be based on the actual aircraft weight, load distribution, undercarriage condition and ramp condition at the time of towing.

Table Key:

MAKE = Manufacturer (Original Equipment Manufacturer (OEM) /licensee/upgrader).

MODEL=Specific aircraft model or comparable / derivative series.

MTOW= Maximum take off weight. Highest weight in each series is used.
NOTE: Max Ramp Weight (including taxi fuel) which exceeds MTOW by a small margin may be substituted.
(See note 1).

OEW = Operating empty weight. Heaviest version is shown.
E.g.: Passenger version over cargo version. If the OEW is not available, empty weight with equipment is used.

NOTE 1: If two (2) values, separated by a "-" or "/" are shown, the values are interpreted in the following manner:

- = Multiple values within the weight range.
- / = Either of the two values.

TUG MODEL CAPABLE

See AP83 - AP84 - AP86 - AP87 Series Table of Capture Method for AP83 - AP84 - AP86 - AP87 tug model capabilities.

88	=	AP8800SDA or AP8800SDA-EZ
88.5	=	AP8850SDA or AP8850SDA-EZ or AP8850SDA-AL-100 or AP8850SDA-AL-100/50 or AP8850SDA-M
89	=	AP8900SDB
89.5	=	AP8950SDB
89.5-AL	=	AP8950SDB-AL
89.25	=	AP8925SDB

(cont.)

2b Table of Capture Method by Aircraft Type:**.01 Table Key**

Table Key (cont.)

- = Tug weight can accommodate full OEW to MTOW range of the specified aircraft.
- ◐ = Tug weight capacity can accommodate a portion of the specified aircraft's potential weight range. Determine the actual ramp weight before towing.

CAPTURE METHOD

- = Alphabetic reference refers to alpha-subsections with the various specific aircraft type capture methods defined in "Aircraft Towing Procedures / Capture of Aircraft" Sections 4.03 b to p preceding, with the "General Capture Procedures" in Section 4.03a applying to all. Where different methods can be used and an additional method is shown, the additional method applies optionally or as dictated by the aircraft's variable configuration. Any "adapter" requirements are inherent and described in the applicable Capture sections.

SPECIAL ATTENTION

- = Precautions and strut strap installation procedure variances, applicable to that aircraft model.

NOTE 2: PINTLE HOOK TOWBAR METHOD. Aircraft not shown in the table may not be capable of being captured on the cradle. Approach with caution and, if unable to capture the aircraft safely, tow using the pintle hook adapter and a conventional towbar. Bear in mind that without the aircraft noseweight on the cradle, the empty Lektro towbarless is a relatively light vehicle. A corresponding reduction in Draw Bar Pull, Traction Limit and Braking Effect results compared to the normal situation whereby the Lektro tug, with aircraft noseweight on the cradle and over the drive wheels, provides DBP and traction limit protection and braking effect proportional to the aircraft's weight and requirements. In the case of towing aircraft with the pintle hook and towbar, the tug model's aircraft weight capability is dictated by the limits prescribed for zero (0) cradle (bucket) load for the prevailing pavement traction condition.

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MAKE	MODEL	M.T.O.W. (LBS) TYPICAL	O.E.W. (LBS) TYPICAL	TUG MODEL CAPA- BLE OF CRADLE TOW						CAPTURE METHOD	SPECIAL ATTENTION / REMARKS
				88	88.5	89	89.5	89.5 AL	89.25		
AASI	Jetcruzer 450 / 500 P	5,500	2,450	●	●					B	
AASI	Jetcruzer 650	6,500	3,500	●	●					B	
Adam Aircraft	A-500 (push/pull twin with 2 tail-booms)	7,050	5,160	●	●	●	●	●	●	B	Set 3-bladed piston prop for max clearance
Adam Aircraft	A-700 (light jet with 2 tailbooms)	TBD	TBD	●	●	●	●	●	●	B	
Aeritalia / Alenia	G91 Y / T Fighter / Recon	19,180	8,598	●	●	●	●	●	●	B	Use rear gate on AP8600 and 8700 to maximize radome clearance.
Aermacchi / Atlas	MB - 326 / Impala MK1/MK2	10,090	5,920	●	●	●	●	●	●	E	Trailing arm strut. Use sidegates to prevent fender contact.
Aermacchi	MB-339 A	13,000	6,913	●	●					E	Use rear gate to maximize trailing arm bounce clearance.
Aero Boero	115 Trainer	1,768	1,226	●	●	●	●	●	●	I	Use rear gate for extra empenage clearance.
Aero Boero	180 RVR / 180 PSA	1,962	1,327/1,411	●	●	●	●	●	●	I	Use rear gate for extra empenage clearance.
Aero Boero	150 Ag	2,206	1,300	●	●	●	●	●	●	I	Use rear gate for extra empenage clearance.
Aero Boero	260 Ag	2,976	1,521	●	●	●	●	●	●	I	Easy access tailwheel.
Aero Commander **see note>	Lark / Darter	2,250/2,475	1,280/1,532	●	●	●	●	●	●	G	**also see "Rockwell Commander" , "Gulfstream Commander" and "Twin Commander"
Aero Commander / Meyers	Aero Commander 200 / Meyers 200	3,000	1,870/1,940	●	●	●	●	●	●	B	**also see "Rockwell Commander" , "Gulfstream Commander" and "Twin Commander"
Aero Commander **see note	Aero Commander L.3805	4,600	2,800	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander **see note	Aero Commander 500 / 500 A/B	6,000/6,250	3,850/4,255	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates. **see note above.
Aero Commander	Aero Commander 520	5,400	3,800	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Aero Commander 560 / 560 A/E/F	7,000	4,690	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Aero Commander 680 / E/F	8,500/9,000	5,600/6,021	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Grand Commander 680 FL/FLP / 700 / 720 / 800	8,500	5,600	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Turbo Commander 680 T / W	8,500	5,600	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Turbo Commander 681 Hawk / 685 Courser	9,400	5,647/5,783	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Turbo Commander 690/690A/B/C/D /840/900	10,250-10,700	6,195	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Turbo Commander 695/695A/B/V/980/1000/1200	10,35-11,7	6,700	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.

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Table of Capture Method by Aircraft Type

MAKE	MODEL	M.T.O.W. (LBS) TYPICAL	O.E.W. (LBS) TYPICAL	TUG MODEL CAPA- BLE OF CRADLE TOW						CAPTURE METHOD	SPECIAL ATTENTION / REMARKS
				88	88.5	89	89.5	89.5 AL	89.25		
Aero Commander / Rockwell	Shrike 500S / Shrike Commander 500U	6,750	4,635	●	●	●	●			C.1 or C.2	Nose light. Use holddown adapter and side gates.
Aero Commander	Jet Commander 1121 (*see IAI - Westwind I)	22,850	12,700	●	●	●	●			J	Use Westwind adapter. Contain lower torque link between strut straps.
Aero Vodochody	L - 29 Delfin	7,804	5,027	●	●	●	●	●	●	B or E	Front knuckle clears O.K. Extended rear gate recommended.
Aero Vodochody / Aero Holding	L - 39 Albatross	10,029-12,362	7,617/7,859	●	●	●	●	●	●	E	Strap around oleo and thru upper pivot arms. Main gear straps available.
Aero Vodochody / Aero Holding	L - 59 / L39 MS	11,883-15,432	8,885	●	●	●	●	●	●	E	Strap around oleo and thru upper pivot arms. Main gear straps available.
Aero Holding	Aero Ae 270 W/P Ibis Utility Transport	7,275	3,942	●	●					B & H	Set 3-bladed prop. Watch winmilling. Watch nosewheel door.
Aeronautica Macchi / Northwest	Conestoga / Ranger	4,700	2,848	●	●	●	●	●	●	B or I	On tail-dragger version use extended rear gate to clear rudder.
Aeronca	L - 3 / 65TC Defender	1,260	793	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Aeronca	15AC Sedan	2,050	1,150	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Aeronca / Champion / Bellanca	7AC / 7CCM Champ	1,220-1,300	740-810	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Aeronca / Champion	7EC / 7FC (90) Traveler / Tri-Traveler	1,450	860	●	●	●	●	●	●	I or B	Use extended rear gate to clear rudder on tail-dragger version.
Aeronca / Champion	7EC / 7FC (150) Traveler / Tri-Traveler	1,500	968	●	●	●	●	●	●	I or B	Use extended rear gate to clear rudder on tail-dragger version.
Aeronca / Champion	11 AC Chief / 11CC Super Chief	1,290/1,350	820	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Aerospatiale (*see Socata for TB-)	IAR - 823 Light	3,307	TBD	●	●	●	●	●	●	B	
Aerospatiale	AS - 315B Lama / Cheetah Helicopter	4,300	2,251	●	●	●	●	●	●	E	Front Knuckle. Use extended rear gate.
Aerospatiale	AS - 316 B/C Allouette III Helicopter	4,850	2,520	●	●	●	●	●	●	E	Front Knuckle. Use extended rear gate.
Aerospatiale	AS - 319 B Astazou Helicopter	4,960	2,527	●	●	●	●	●	●	E	Front Knuckle. Use extended rear gate. "ORB" Radom will clear OK.
Aerospatiale	AS - 321 F/G/H/JA Super Frelon Helicopter	28,660	15,141	●	●	●	●			B or L	If long radome equipped use Long Reach adapter.
Aerospatiale *Also see Eurocop-ter	AS - 330 /L Puma Helicopter	16,315	8,303	●	●	●	●			L	Long / low reach. Use Long Reach adapter with dual tab back-stop.
Aerospatiale * " " "	AS - 332 L 1/2 / M Super Puma Helicopter	18,960/20,503	9,535/10,274	●	●	●	●			L	Long / low reach. Use Long Reach adapter with dual tab back-stop.
Aerospatiale	IAR - 825 TP Triumf Trainer	5,842	2,645	●	●	●	●	●	●	B & H	Set 3 bladed prop. Watch for windmilling during tow.
Aerospatiale	SN 601 Corvette	14,550	7,738	●	●	●	●	●	●	F	Knuckle. Large reargate + cut-out + sidegates at inner-most position.
Agusta / Westland	A 109 / C / K *see caution for retractable >	5,997-6,283	2,495-3,638	●	●	●	●			L	Long Reach adapter*Ensure winchstrap under forward roller to clear doors.

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MAKE	MODEL	M.T.O.W. (LBS) TYPICAL	O.E.W. (LBS) TYPICAL	TUG MODEL CAPA- BLE OF CRADLE TOW						CAPTURE METHOD	SPECIAL ATTENTION / REMARKS
				88	88.5	89	89.5	89.5 AL	89.25		
Agusta / Westland	A 109 LUH *see caution for retract- able >	5,997-6,283	2,495-3,638	●	●	●	●			L	Long Reach adapter*Ensure winchstrap under forward roller to clear doors.
Agusta / Westland	A 109 Power *see caution for retract- able >	5,997-6,283	2,495-3,638	●	●	●	●			L	Long Reach adapter*Ensure winchstrap under forward roller to clear doors.
Agusta / Westland	Grand	5,997-6,283	2,495-3,638	●	●	●	●			L	Long Reach adapter. Ensure winchstrap under forward roller to clear doors.
Agusta / Westland (also see*	A 129 Mangusta Attack	9,039	5,575	●	●					I	Use rear gate to maximize lower fin clearance.
Agusta / Westland *Westland)	EH - 101 / US101 Multi-role Heli- copter	31,500	19,000	●	●	●	●	●	●	E	Front torque - links clear OK. Heavy noseweight. AP88/89 essential.
Air Tractor	AT - 301 / 301A Air Tractor	7,400/7,700	3,800/3,850	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 302 / 302A Air Tractor	7,200/6,600	3,250/3,350	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 400 Turbo Air Tractor	7,800	3,550	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 401 / 402 Air Tractor	TBD	TBD	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 501 Air Tractor	TBD	TBD	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 502 / 502A Air Tractor	9,200/10,500	4,190	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 503 Air Tractor	9,200	4,490	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 602 Air Tractor (Sept. '96)	12,000	TBD	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Air Tractor	AT - 802 Air Tractor	16,500	6,300	●	●	●	●	●	●	I	Use extended rear gate for extra rudder clearance.
Airbus	A - 318 /	150,796	89,948		●	●	●	●		B	A318 - A321 Pawl Adapter required.
Airbus	A - 319 / ACJ (Corporate Jet)	145,505	82,578		●	●	●	●		B	A318 - A321 Pawl Adapter required.
Airbus	A - 320 (-200)	149,914	88,460		●	●	●	●		B	A318 - A321 Pawl Adapter required.
Airbus	A - 321	182,984	105,746*		●	●	●	●		B	A318 - A321 Pawl Adapter required.
Akron / Funk Aircraft Co.	Funk Model B	1,350	890	●	●					I & L	Long Reach adapter required to access tailwheel.
Alberta Aerospace	Pheonix Fanjet (Jet Squalus) 2-seat jet trainer	TBD	TBD	●	●					E	Use extended rear gate and strap to strut arm below oleo to clear forward door.
Alenia	G222 / C-27A Spartan Tactical Transport	61,730	34,610	●	●	●	●			B	Long / low reach to nosegear prohibits AP8700 series.
All American Aircraft	Ensign	1,450	900	●	●	●	●	●	●	B	
Alon / Ercoupe	Alon Ercoupe A-2	1,450	930	●	●	●	●	●	●	B	
Alpha Airlines - Russia	SM - 92 Finist STOL	4,850	2,976	●	●	●	●	●	●	I	Use extended rear gate to maximize empenage clearance.
American Eagle-Lincoln/Roose	Eaglet	922/1,050	509/638							I	Use extended rear gate to maximize rudder clear- ance.
American / Gulfstream / TLM	Cheetah AA-5A Traveler / Cheetah AA1	2,200	1,180	●	●					G	Place hold back bar below strut strap to prevent slide up.
American / Gulfstream / TLM	Tiger AG - 5 B / Tiger AA5	2,400	1,311	●	●					G	Place hold back bar below strut strap to prevent slide up.

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				88	88.5	89	89.5	89.5 AL	89.25		
Anderson Greenwood	Anderson Greenwood (Pusher Prop)	1,400	850	●	●					B	
Antonov / PZL Mielec	An - 2 "Colt" / Antek Transport Biplane	12,125	7,605	●	●					I	Extended rear gate @ furthest out slot with side gates..Set tailwheel aft.
Antonov	An - 12 Transport	134,480	61,700	●	●	●	●	●	●	B	
Antonov	An - 26 Transport	52,911	33,113	●	●	●	●	●	●	F	Trailing arm strut. Use Extended rear gate with cutout.
Antonov / PZL Mielec	An - 28 / M -27 Skytruck PT	14,330	8,267	●	●	●	●	●	●	F	Trailing arm strut. Use Extended rear gate with cutout.
Antonov	An - 32 Transport < strap around upper arm.	59,525	38,158	●	●	●	●	●	●	F	Forward knuckle. Extended reargate w/cutout. Very heavy noseweight ratio. <
Antonov	An - 38 Regional	19,360	10,648	●	●					F	Forward knuckle. Use extended reargate with cutout.
Antonov	An - 72 / An - 74 "Coaler"	72,750-76,060	42,000	●	●	●	●			B	Long low nose and heavy nose weight, restricts to AP8800/50 and AP89 series.
Arrow Aircraft and Motor	Arrow Sport F	1,675	1,172	●	●					I	Use Extended rear gate to clear rudder. AP83 too tight. AP84 LongReach.
Artic Aircraft	S1 B2 Artic Tern	1,900	1,073	●	●					I	Use Extended rear gate for rudder clearance.
Artic Aircraft	S - 4 Privateer	2,250	1,148	●	●					I	Use Extended rear gate for rudder clearance.
ASL Hagfors Aero AB	OPUS 280	1,165	750	●	●					B	Strap at bottom strut arm in front of bungees.
Atlas	Cheetah DZ / EZ Mirage III Conversion	30,200	15,5-14,550	●	●	●	●	●	●	B	Long extra-low nose plus probe restricts to AP8800/50 series and AP89 series.
Atlas / Aermacchi	Impala MK1/MK2 / MB-326	10,090	5,920	●	●	●	●	●	●	E	Trailing arm strut. Use sidegates to prevent fender contact.
Atlas - Denel South Africa	Atlas / Aerotek ACE Turboprop Trainer	4,850	3,406	●	●	●	●	●	●	B & H	Set 3-bladed prop. Watch for windmilling Restricted turn angle.
Atlas - Denel South Africa	CSH-2 Rooivalk Attack Helicopter	19,290	13,029	●	●	●	●	●	●	I	Easy reach tailwheel.
Auster / Beagle Auster	Auster (145)	2,200	1,480	●	●	●	●	●	●	I	Use Extended rear gate to clear rudder.
Avia Baltika	LAK - XE / XA	1433/1590	882/970	●	●	●	●	●	●	G	Run strut-strap just above wheel pant.
Aviasud	AE 206 Mistral / US	860	452	●	●	●	●	●	●	G&H	Set 3-bladed prop.
Aviasud	AE 207 Mistral Twin	992	507	●	●	●	●	●	●	G&H	Set 3-bladed prop.
Aviat (see:Christen/Aviat)	A - 1 Husky	1,800	1,190	●	●	●	●	●	●	I	Use Extended rear gate for extra rudder clearance.
Aviatika / MIA - Russia	900 Acrobat	1,576	1,300	●	●	●	●	●	●	I	Use Extended rear gate to maximize rudder clearance.
Aviation Scotland	ARV - 1 Super 2 / K1 Super 2	1,100	703	●	●	●	●	●	●	B	
Avions de Transport Regional	ATR - 42 300 / 320	36,817	22,685	●	●					F & O	Low NLG door. Use Extended rear gate. ATR Pawl Adapter required.
Avions de Transport Regional	ATR - 42 500	41,006	24,207	●	●					F & O	Low NLG door. Use Extended rear gate. ATR Pawl Adapter required.

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Avions de Transport Regional	ATR - 72	50,706	27,558	●	●					F & O	Low NLG door. Use Extended rear gate. ATR Pawl Adapter required.
AVRO - British Aerospace	RJ 70 Avroliner	84,000-95,000	52,508	►	●	●	●	●	●	B	Raise cradle high - forward doors drop on electric power cut or spike.
AVRO - British Aerospace	RJ 85 Avroliner	93,000/97,000	54,354	►	●	●	●	●	●	B	Raise cradle high - forward doors drop on electric power cut or spike.
AVRO - British Aerospace	RJ 100 Avroliner	97,500/101,500	56,185	►	●	●	●	●	●	B	Raise cradle high - forward doors drop on electric power cut or spike.
AVRO - British Aerospace	RJ 115 Avroliner	101,500	56,728	►	●	●	●	●	●	B	Raise cradle high - forward doors drop on electric power cut or spike.
Ayres	Turbo Thrush S2R	6,000	4,500	●	●	●	●	●	●	I	Use extended rear gate for empennage clearance.
Ayres	Thrush S2R - R 1340	6,900	3,700	●	●	●	●	●	●	I	Use extended rear gate for empennage clearance.
Ayres	Thrush S2R - R 1820	10,000	4,990	●	●	●	●	●	●	I	Use extended rear gate for empennage clearance.
Ayres	Loadmaster Single-prop twin freighter	19,190	9,000	●	●	●	●	●	●	B	
BAF / British Aerospace	Viscount 800	72,500	41,565	►	●	●	●	●	●	B	
Basler	Turbo - 67 DC - 3	28,750	15,700	●	●					I & L	Long Reach adapter essential. Capture tailwheel pivoted to acft front.
Beagle / BAe	SA-3-120 Bulldog 120 Series Trainer	2,350	1,475	●	●					B	
Beagle - England	Beagle Pup (150)	1,900	1,090	●	●					B	
Beagle - Auster	Husky (160) (180)	2,000	1,200	●	●					B	
Beechcraft	Beech 18 / D-18S / C-45	8,750-10,450	5,770-5,910	●	●	●	●	●	●	I or L	Use Extended rear gate in most forward slot to clear fuselage or Long Reach.
Beechcraft/Volpar/Dumod/Etc.	Beech H18 Super - Liner	9,900	5,845	●	●	●	●	●	●	B or I	On tail-dragger versions use Extended rear gate to clear fuselage.
Beechcraft	"Staggerwing" D-17S / F-17 / G-17	4,250	2,540/2,800	●	●	●	●	●		I & L	Long Reach adapter essential to access tail wheel.
Beechcraft - Raytheon	Musketeer 23/A23 /Custom III 23 (160/5)	2,450	1,365	●	●	●	●	●	●	B or G	
Beechcraft - Raytheon	Musketeer Sport III / Super III/R (200)	2,450	1,365	●	●	●	●	●	●	B or G	
Beechcraft - Raytheon	Sundowner (180) / Sundowner R (200)	2,450	975/1,365	●	●	●	●	●	●	B or G	
Beechcraft - Raytheon	Sierra 24R (200)	2,750	1,696	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Sport /Sport III (150)	2,150/2,350	1,423/1,365	●	●	●	●	●	●	D	Attach strut strap below strut fairing. Use offset strut procedure.
Beechcraft - Raytheon	Skipper / PD 285 (115)	1,675	1,100	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Travelair 95 (180)	4,200	2,635	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Twin Bonanza 50 / B-C 50 (260) (275)	6,000	3,940	●	●	●	●	●	●	B	

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MAKE	MODEL	M.T.O.W. (LBS) TYPICAL	O.E.W. (LBS) TYPICAL	TUG MODEL CAPA- BLE OF CRADLE TOW						CAPTURE METHOD	SPECIAL ATTENTION / REMARKS
				88	88.5	89	89.5	89.5 AL	89.25		
Beechcraft - Raytheon	Twin Bonanza D 50 (295)	6,300	4,100	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Twin Bonanza E / F 50 (340)	7,000	4,460	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Queen Air B 80 / Queen Airliner	8,800	5,277	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza / Debonair 33 (225)	3,000	1,745	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza / Debonair 33A (285)	3,400	2,107	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza 35 / A35 (185) (205) (225)	2,550	1,458	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza B35 (196)	2,650	1,575	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza C35 / D35 (205)	2,700	1,650	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza E35 / G35 (225)	2,775	1,722	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza H35 (240)	2,900	1,833	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza J35 / M35 (250)	2,900	1,820	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza N35 / P35 (260)	3,125	1,855	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza S35 / V35 (285)	3,400	1,970	●	●	●	●			B	Use Extended rear gate on AP89 series.
Beechcraft - Raytheon	Turbo Bonanza V35 (285)	3,400	2,027	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Bonanza 36 / A36 / B36 (285)	3,600	2,295	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Turbo Bonanza A36TC /B36TC (300)	3,650/3,850	2,433/2,262	●	●	●	●			B	Use Extended rear gate on AP89 series.
Beechcraft - Raytheon	Duchess 76	3,900	2,466	●	●					B	
Beechcraft - Raytheon	Baron 55 / 56	5,100-5,300	3,070-3,291	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Baron 58	5,500	3,481	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Baron 58 P / 58 TC	6,200	4,026	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Baron 58	5,500	3,481	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Baron 58 P / 58 TC	6,200	4,026	●	●	●	●	●	●	B	
Beechcraft / Fuji / Canada Car	T - 34 Mentor	2,975	2,246	●	●	●	●	●	●	B	
Beechcraft - Raytheon	YT - 34 Turbine Mentor	5,500	2,990	●	●					B & H	Set 3 bladed prop on turbo versions. Watch windmilling.
Beechcraft - Raytheon	Duke 60	6,775	4,500	●	●					B	Extreme caution: Duke nosegear is weak when pulled forward: Only strong towards aft. Be attentive and expose this model to only smooth and low-load tows.
Beechcraft / Swearingen	King Air A90 / B90 / C90 /Taurus	9,650-10,100	5,772-6,675	●	●	●	●	●	●	B	
Beechcraft / Swearingen	King Air E 90 / T - 44 /Taurus	10,100	6,052	●	●	●	●	●	●	B	
Beechcraft - Raytheon	King Air F90	10,950	6,622	●	●	●	●	●	●	B	
Beechcraft - Raytheon	King Air A100 / B100	11,500/11,800	6,797/7,088	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Super King Air 200 /B200 / B200 SE	12,500	8,102	●	●	●	●	●	●	B	

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				88	88.5	89	89.5	89.5 AL	89.25		
Beechcraft - Raytheon	Super King Air 300 / 300 LW	12,500	8,550	●	●	●	●	●	●	B	
Beechcraft - Raytheon	Super King Air 350	15,000	9,062	●	●	●	●	●	●	B	
Beechcraft - Raytheon	99 / A99 / B99 Airliner	10,400/10,995	5,675/5,777	●	●	●	●	●	●	B	
Beechcraft - Raytheon	1900 D Airliner	16,950	10,550	●	●	●	●	●	●	B	Run strut strap through lower torque link arm and around oleo.
Beechcraft - Raytheon	Starship 2000 A	14,900	10,329	●	●	●	●	●	●	B	
Beechcraft - Raytheon	BeechJet 400 A / T - 1A Jayhawk	15,780/16,100	10,329	●	●					C.1 or C.2	Use holddown/sideguides/chine-protectors.AP88 move remote down.
Beechcraft - Raytheon	Premier 1	12,500	10,000	●	●					C.1 or C.2	Use holddown/sideguides/chine-protectors.
Beechcraft - Raytheon / Pilatus	T-6A Texan II JPATS Trainer / PC-9	4,960	3,715	●	●					L & H	Set 4-bladed prop to capture. Long Reach adapter required.
Bell	Aircobra P - 39 / Kingcobra P - 63	8,800	6,375	●	●	●	●	●	●	C.1 or C.2	Nose light. Use hold down and side gates. Set 4-bladed prop.
Bell - Boeing	V - 22 Osprey VTOL	60,500	31,886	●	●	●	●	●	●	B	Heavy noseweight. Use extended rear gate for extra nose clearance.
Bell Helicopter	222	8,250	4,874	●	●					E	Forward Knuckle. Use extended rear gate, or LongReach.
Bell Helicopter -Textron	230 / 430	8,400/8,600	5,097								Pintle hook and Towbar required
Bell Helicopter -Textron /IPTN	412 - HP/SP/EP (optional tricycle gear version)	11,900	6,759	●	●					B or G	May have wheel pants.
Bellanca / Champion / Aeronca	7ACA / 7CCM Champ	1,220-1,300	740-810	●	●					I	Use extended rear gate to clear rudder.
Bellanca / Champion	7ECA Citabria (108) / (115)	1,650	980/1,060	●	●					I	Use extended rear gate to clear rudder.
Bellanca / Champion	7GCAA / 7KCAB / 7GCBC Citabria (150)	1,650	1,150	●	●					I	Use extended rear gate to clear rudder.
Bellanca / Champion	8KCAB Decathlon / Super Decathlon	1,800	1,260-1,315	●	●					I	Use extended rear gate to clear rudder.
Bellanca / Champion	8GCBC / 7GCBC Scout	2,150/1,650	1,315/1,037	●	●					I	Use extended rear gate to clear rudder.
Bellanca	Senior Pacemaker	5,600	2,900	●	●					I	Use extended rear gate to clear rudder.
Bellanca	Senior Skyrocket	5,600	3,520	●	●					I	Use extended rear gate to clear rudder.
Bellanca	Aries T - 250	3,150	1,888	●	●					B	
Bellanca	Viking /Super Viking 17-30/-31 (260) (300)	3,325	1,900-2,217	●	●					B	
Bellanca	Turbo Viking /Turbo Super Viking 17-31	3,325	2,350	●	●					B	
Bellanca	Junior 14 -7 / 14 -9	1,650	912/943	●	●					I	Use extended rear gate or Long Reach adapter to clear rudder.
Bellanca	Cruisair 14 -7 / 14 -9 / 14 -13	1,750	1,050	●	●					I	Use extended rear gate or Long Reach adapter to clear rudder.

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				88	88.5	89	89.5	89.5 AL	89.25		
Bellanca	Cruisemaster 14 -19-2 / -3	2,700/3,000	1,640/1,850	●	●					I	Use extended rear gate or Long Reach adapter to clear rudder.
Bellanca	Cruisemaster 14 -19	2,600	1,525	●	●					I	Use extended rear gate or Long Reach adapter to clear rudder.
Beriev - Russia	M - 12 Amphibian Rec.	64,925	TBD	●	●	●	●	●	●	I	Tailwheel is easy access..
Beriev - Russia	Be - 32 Regional / Light transport	16,090	10,495	●	●					B	Front knuckle clears O.K.. Reach prohibits AP84. Rear gate if heavy.
Boeing / McDonnell Douglas	Boeing 717 / MD - 95	114,000	65,900	●	●	●	●	●	●	B	Verify that actual ramp weight is within tug range.
Boeing	B 737 - 100 / 200	115,5-128,100	60,2-65,900	●	●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 300	124,5-138,500	70,3-71,560	●	●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 400	138,5-150,000	73,7-75,550	●	●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 500	133,500	66,000	●	●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 600	140,000	69,000	●	●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 700 / BBJ	149,000	73,200	●	●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 800 / BBJ-2	168,500 /171,500	82,8/94,000		●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 - 900 / BBJ3	187,700	98,500		●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B737 MAX - 7/8/9	159,400 - 194,700	TBD		●	●	●	●	●	B or O	Verify that ramp weight in tug range. Pawl adapter recommended for ergonomics and avoid strap squeeze.
Boeing	B727 - 100	152,000-169,000	98,000		●	●	●	●	●	B or O	Verify weight in tug range.AP88 light only.Pawl-Adapter recommended.
Boeing	B727 - 200	184,8-209,5	98,4-102,9		●	●	●	●	●	B or O	Verify weight in tug range.AP88 light only.Pawl-Adapter recommended.
Boeing	B727 - 200F	203,100	95,000		●	●	●	●	●	B or O	Verify weight in tug range.AP88light only. Pawl-Adapter recommended.
Boeing	B757-200 / 200F	230,-250/255,	126/112,800			●	●	●	●	B or O	Verify weight in tug range. PawlAdapter recommended.

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				88	88.5	89	89.5	89.5 AL	89.25		
Boeing	KC-135 A/B Stratotanker	297,000	98,466		●	●	●	●	●	B	Verify that ramp weight is in tug range.
Boeing / Vertol / Kawasaki	BV/KV-107 / CH/UH-46 Sea Knight	19,-23,000	10,7-13,342	●	●	●	●	●	●	B	Reach to nosegear prohibits AP8400.
Boeing Helicopter	CH-113 Labrador / CH-113A Voya- geur	21,400	11,251	●	●	●	●	●	●	B	Reach to nosegear prohibits AP8400.
Boeing - Sikorsky	RAH-66 Comanche Combat Heli	10,1-17,174	9,187	●	●					I	Use extended rear gate to maximize tailwheel door clearance.
Boeing / Stearman	"Kaydet" PT -13/-17/18/-27 / N2S	2,717	1,936	●	●					I & L	Long Reach adapter required to access tailwheel.
Bombardier *also see Canadair	Global 5000	87,950	50,830	●	●	●	●	●	●	B	
Bombardier *also see Learjet	Global Express	95,250	50,300	●	●	●	●	●	●	B	
Bombardier	Global Express XRS	98,250	51,200	●	●	●	●	●	●	B	
Bombardier	Challenger-300	37,650	22,350	●	●	●	●	●	●	B	Certified for Lektro on first delivery. 1" strut-strap mandated.
Bombardier / Canadair	Challenger 600	40,550-41,400	23,285	●	●	●	●	●	●	B	Important: Ensure srut strap is on oleo clear of Centering Prox Switch.
Bombardier / Canadair	Challenger 601 / 601-3A/R /CC-144	42,250-45,250	25,585	●	●	●	●	●	●	B	Important: Ensure srut strap is on oleo clear of Centering Prox Switch.
Bombardier	Challenger 604	48,300	27,500	●	●	●	●	●	●	B	Important: Ensure srut strap is on oleo clear of Centering ProxSwitch.
Bombardier	Challenger 800 (was Corporate RJ)	53,250	33,900	●	●	●	●	●	●	B	Place strut-strap only on chrome oleo section. 1" strut-strap allowed.
Bombardier / Canadair	CRJ -100 / 200 (CL-65)	47,450	30,100	●	●	●	●	●	●	B	Place strut-strap only on chrome oleo section. 1" strut-strap allowed.
Bombardier	CRJ -100 ER / 200 ER	51,000	30,122	●	●	●	●	●	●	B	Place strut-strap only on chrome oleo section. 1" strut-strap allowed.
Bombardier	CRJ -100 LR / 200 LR	53,250	30,122	●	●	●	●	●	●	B	Place strut-strap only on chrome oleo section. 1" strut-strap allowed.
Bombardier	Corporate RJ /Canadair SE see Chal- lenger800	53,250	33,900	●	●	●	●	●	●	B	Place strut-strap only on chrome oleo section. 1" strut-strap allowed.
Bombardier	Challenger 800 (was Corporate RJ)	53,250	33,900	●	●	●	●	●	●	B	* Ensure strut- strap is on oleo clear of Centering Prox Switch.*
Bombardier	CRJ -700	75,250	44,000		●	●	●	●	●	B	Use AP8750B-AL700 or AP8850SDA-AL100 as certified by OEM.
Bombardier	CRJ -900	84,750	47,000		●	●	●	●	●	B	Use AP8850SDA-AL100 model certified by Bombardier for CRJ-900.
Bombardier / Canadair	CL - 215 Amphib-Water Bomber	43,500(land)	27,938	●	●	●	●	●	●	B	
Bombardier / Canadair	CL - 215T Water Bomber/Utility	43,850/37,700	27,040/26,400	●	●	●	●	●	●	B	
Bombardier / Canadair	CL - 415 M Turbo Water Bomber	43,850(land)	28,000	●	●	●	●	●	●	B	
Bombardier * see DeHavilland	DHC - 8Q - 200 "Dash 8Q 200"	36,500	22,454	●	●	●	●	●	●	F & O	Wide track./ protrusion. Extended rear gate/ cutout and DHC-8 pawl adapter.

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Bombardier * see DeHavilland	DHC - 8Q - 400 "Dash 8Q 400"	63,450	36,553	●	●	●	●	●	●	F & O	Wide track / protrusion. Extended rear gate/cut-out and DHC-8pawl adapter.
Bombardier *see Canadair CRJs	CRJ -900 Canadair Regional Jet	84,750	47,000		●	●	●	●	●	B	Use AP8850SDA-AL100 model certified by Bombardier.
British Aerospace	BAC 145 Jet Provo	9,200	TBD	●	●	●	●	●	●	E	Front knuckle. Use extended rear gate.
British Aerospace	BAC 167 Strikemaster	11,500	6,195	●	●	●	●	●	●	E	Front knuckle. Use extended rear gate.
British Aerospace / Beagle	SA-3-120 Bulldog 120 Series Trainer	2,350	1,475	●	●	●	●	●	●	B	
British Aerospace/HandleyPage	Jetstream III	12,500	8,450	●	●	●	●	●	●	E	Front torque links. Use Extended rear gate with cutout.
British Aerospace/ M D	T - 45 Goshawk	14,081	9,834	●	●	●	●	●	●	B	Watch launch arm clearance - Navy Version
British Aerospace / Raytheon	Hawker Hunter Mk. 9 / Mk. 66	24,23,500	13,270	●	●					B	Long / low reach to nosewheel restricts to AP8800/8850.
British Aerospace / Raytheon	Jetstream 31 / Super 31 / 32	15,212/16,204	9,57/10,092	●	●	●	●	●	●	F	Front torque links + wide 18 3/4" track, Use extended rear gate with cutout.
British Aerospace / Raytheon	Jetstream 41	24,000	14,250	●	●	●	●	●	●	B	
British Aerospace / Raytheon	Jetstream 51	49,000	30,000	●	●	●	●	●	●	B	
British Aerospace / Raytheon	Jetstream 61 / Jetstream ATP	52,200	31,400	●	●	●	●	●	●	B	
British Aerospace / Raytheon	Jetstream 71	60,000	36,000	●	●	●	●	●	●	B	
British Aerospace / Raytheon	Hawk 50 Trainer / Light Strike	16,200	8,267	●	●	●	●	●	●	E	Front knuckle. Use Extended rear gate w/cutout. Long nose =AP84 no go.
British Aerospace / Raytheon	Hawk 60/Hawk 100 Trainer / Light Strike	18,739	8,845/9,700	●	●	●	●	●	●	E	Front knuckle. Use Extended rear gate w/cutout. Long nose =AP84 no go.
British Aerospace / Raytheon	Hawk 200 Light Strike	20,061	9,810	●	●					E	Front knuckle. Use Extended rear gate w/cutout. Long nose =AP84 no go.
British Aerospace / Raytheon	BAe / HS Buccaneer / Blackburn	62,000	56,000	●	●	●	●	●	●	B	AP8750 and larger tugsOK.Not recommended on AP8700 even @OEW.
British Aerospace / Raytheon	BAe Harrier GR.MK3 /AV-8A / AV-8S	25,200	13,535	●	●	●	●	●	●	E	Long reach to nosegear. Restrictd to AP88 / AP89 series.
British Aerospace / Raytheon	BAe Harrier GR.MK4 /TAV-8A / TAV-8S	26,200	15,100	●	●	●	●	●	●	E	Long reach to nosegear. Restrictd to AP88 / AP89 series.
British Aerospace / Raytheon	BAe Sea Harrier FRS. Mks 1 /51	26,200	14,050	●	●	●	●	●	●	E	Long reach to nosegear. Restrictd to AP88 / AP89 series.
British Aerospace / Raytheon	HS 125 - 600 "Hawker"	25,500	12,845	●	●	●	●	●	●	B or F	If counter-weight protrusion, use extended rear gate, cut-out removed.
British Aerospace / Raytheon	HS 125 - 700 "Hawker" / Protector	25,500	12,845	●	●	●	●	●	●	B or F	If counter-weight protrusion, use extended rear gate, cut-out removed.
British Aerospace / Raytheon	HS 125 -700 II "Hawker"	25,500	14,400	●	●	●	●	●	●	B or F	If counter-weight protrusion, use extended rear gate, cut-out removed.
British Aerospace / Raytheon	HS 125 -800/A "Hawker"	27,400	15,120	●	●	●	●	●	●	B or F	If counter-weight protrusion, use extended rear gate, cut-out removed.

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British Aerospace / Raytheon	Hawker 800 / C-29A / U-125A	27,400	16,000	●	●	●	●	●	●	B or F	If counter-weight protrusion, use extended rear gate, cut-out removed.
British Aerospace / Raytheon	Hawker 1000 *see Raytheon for new Hawkers	31,000	18,000	●	●	●	●	●	●	B or F	If counter-weight protrusion, use extended rear gate, cut-out removed.
British Aerospace / Raytheon	HS - 748 / BAe Super 748	51,000	27,176	●	●	●	●	●	●	B	25" wide track nosewheel prohibits AP 8700/8750 w/ 25" cradle.
British Aerospace / Raytheon	H5 748 MF / Andover C.Mk 1	50,000	27,666	●	●	●	●	●	●	B	25" wide track nosewheel prohibits AP 8700/8750 w/ 25" cradle.
British Aerospace / Raytheon*	BAe 146 - 100 *also see AVRO RJ's.	84,000	52,500	●	●	●	●	●	●	B	Raise cradle - forward gear door drops on electric power cut / spike.
British Aerospace / Raytheon	BAe 146 - 200	93,000	54,300	●	●	●	●	●	●	B	Raise cradle - forward gear door drops on electric power cut / spike.
British Aerospace / Raytheon	BAe 146 - 300	97,000	56,000	●	●	●	●	●	●	B	Raise cradle - forward gear door drops on electric power cut / spike.
British Aerospace / Raytheon	BAC 111 - 500	104,500	54,582	●	●	●	●	●	●	B	
British Aerospace / Raytheon	BAC 111 - 475	98,500	51,731	●	●	●	●	●	●	B	
Britten - Norman / Pilatus **	BN2A/B Islander **see note to right	6,600	4,244	●	●	●	●	●	●	B	** for remaining Islander / Trilander / Defender fleet see "Pilatus".
Buchanan - Australia	BAC - 204 "Ozzie Mozzie" Light	1,323	771	●	●					G	Pass strut strap around lowest part of forward strut brace.
Burkhart Grob / Shorts	Grob / Bavarian G115 /D Light	2,028	1,455	●	●					B or G	
California Helicopter / Sikorsky	S - 58T Twin Turbine Conversion	13,000	7,577	●	●	●	●	●	●	I & L	Use Long Reach adapter due low clearance to dual tailwheel.
Callair /Intermountain Manuf.	Callair A -1 / -2 / -3	1,550	1,000/975	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Camair/North American/Ryan	Camair Twin Navion	4,500	3,000	●	●	●	●	●	●	B	
Canadair *also see Bombardier	Challenger 600	40,550-41,400	23,285	●	●	●	●	●	●	B	* Ensure strut-strap is on oleo clear of Centering Prox Switch.*
Canadair *also see Bombardier	Challenger 601 / 601-3A/R /CC-144	42,250-45,250	25,585	●	●	●	●	●	●	B	* Ensure strut-strap is on oleo clear of Centering Prox Switch.*
Canadair - Bombardier	CL - 215 Amphib-Water Bomber	43,500(land)	27,938	●	●	●	●	●	●	B	
Canadair - Bombardier	CL - 215T Water Bomber/Utility	43,850/37,700	27,040/26,400	●	●	●	●	●	●	B	
Canadair - Bombardier	CL - 415 M Turbo Water Bomber	43,850(land)	28,000	●	●	●	●	●	●	B	
Canadair / Avro Canada	CT 114 Tutor	14,000	6,400	●	●					B	
CASA / Messerschmitt	Hisopano HA - 1112 / Bf -109 Fighter	6,090	4,180	●	●					L	Long Reach adapter required to access tailwheel.
CASA	HA - 200 /B /C Seata Jet Trainer	7,000	5,200	●	●	●	●	●	●	B	Use of sidegates recommended.
CASA	C - 212 Series 200 Aviocar	16,424	9,072	●	●	●	●	●	●	B	
CASA	C - 212 Series 300 Aviocar	16,975	9,072	●	●	●	●	●	●	B	

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				88	88.5	89	89.5	89.5 AL	89.25		
CASA	C - 212 Series 200 ASW / Sar	18,519	10,000	●	●	●	●	●	●	B	Extended nose radome clearance. AP87 and larger.
CASA	CASA 3000	62,391	37,919	●	●	●	●	●	●	B	
CASA / Enaer Chile	C - 101 Aviojet / T/A-36 Halcon /E.25	13,890	7,666	●	●	●	●	●	●	E	AP 8400 restricted due to large front torque link protrusion.
CASA / IPTN - Airtech /TAI	CN - 235 / CN - 235 MIL / CN - 235M	31,745	20,725	●	●	●	●			L	Use Long Reach adapter. Low nose door.
CASA / IPTN - Airtech	N - 250 - 100	54,675	30,126	●	●	●	●	●	●	B	Low nosewheel door clearance.
Century Aerospace Corp.	Century Jet	5,550	2,950	●	●	●	●	●	●	B	Low nose clearance too tight for AP8400.
Cessna	T - 50 Bobcat	5,700	4,050	●	●	●	●	●	●	I or L	Use extended rear gate or Long Reach adapter to access tailwheel.
Cessna	120 / 140 / 140 A	1,450	785 / 890	●	●	●	●	●	●	I or L	Use extended rear gate for extra rudder / elevator clearance. Set elevators up.
Cessna / Reims - Cessna	150 / 150 Aerobat / F-150 / F- A150	1600	1,104/1,122	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	152 Commuter / 152 Aerobat / 152 II	1,670	1,081/1,118	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	170 / 170 A / 170 B / L-19 Bird Dog	2,200-2,400	1,205-1,614	●	●	●	●	●	●	I or L	Use rear gate for extra rudder / elevator clearance. Set elevators up.
Cessna / Reims - Cessna	172 Skyhawk/Skyhawk II/F-172/T-41	2,450	1,393-1,600	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	172 Hawk XP / II	2,550	1,531/1,557	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	180 Skywagon	2,550/2,800	1,643/1,694	●	●	●	●	●	●	I	Easy tailwheel access. Good rudder clearance.
Cessna	177 / 177 B / Cardinal / Cardinal II	2,500	1,533/1,560	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	177 Cardinal RG / Cardinal RG II	2,800	1,707/1,768	●	●	●	●	●	●	B	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	Cutlass / Cutlass II	2,550	1,480/1,500	●	●	●	●	●	●	G & B	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	Cutlass RG / RG II	2,650	1,615/1,644	●	●	●	●	●	●	B	
Cessna	182 Skylane / Skylane II	3,100	1,734-2,000	●	●	●	●	●	●	G or B	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna / Reims - Cessna	182 Skylane RG / F- Skylane RG	3,100	1,782	●	●	●	●	●	●	B	
Cessna	182T / 182 Super Skylane	3,600	1,835	●	●	●	●	●	●	G or B	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	T182T / 182 Turbo Super Skylane	3,600	1,935	●	●	●	●	●	●	G or B	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	182 Turbo Skylane / Turbo Skylane II	3,100	1,752/1,797	●	●	●	●	●	●	G or B	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	182 Turbo Skylane RG/Skylane RG II	3,100	1,827	●	●	●	●	●	●	B	

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				88	88.5	89	89.5	89.5 AL	89.25		
Cessna	182 Turbo Skylane RG II	3,100	1,870	●	●	●	●	●	●	B	
Cessna	185 / 185 E / A185 E / Skywagon II	3,200/3,350	1,752	●	●	●	●	●	●	I	Easy tailwheel access. Good rudder clearance.
Cessna	AG Carryall 185 (300)	3,350	1,895	●	●	●	●	●	●	I	Easy access tailwheel.
Cessna	190 / 195 / LC-126	3,350	2,100	●	●	●	●			I & L	Use Long Reach adapter. Low clearance to tailwheel.
Cessna	Stationair 6 / Turbo Stationair 6	3,600	1,896/2,273							G & H	Set 3-bladed prop. AP88 not able unless hold-back option installed.
Cessna	Stationair 7 / 8 / Turbo Stationair 7 / 8	3,800	2,076-2,273							G & H	Set 3-bladed prop. AP88 not able unless hold-back option installed.
Cessna	205/206/207 Skywagon/Super Skylane	3,600/4,200	1,896/2400	●	●	●	●	●	●	B or G & H	Set 3-bladed prop. AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Cessna	208 / 208A Caravan I / U-27A	8,000	3,800	●	●	●	●	●	●	B & H	Set 3bladed prop.Strap below rear brace.
Cessna	208B Caravan I / Grand Caravan	8,785	4,100	●	●	●	●	●	●	B & H	Set 3bladed prop.Strap below rear brace.
Cessna / Reims	406 / F406 Caravan II	9,360	4,961	●	●	●	●	●	●	B & H	Set 3bladed prop.Strap below rear brace.
Cessna	210 Centurion	3,850	2,220	●	●	●	●	●	●	B	Set 3-bladed prop. Raise cradle minimal height to avoid oleo full-extend lock-in.
Cessna	210 Turbo Centurion	4,100	2,320	●	●	●	●	●	●	B & H	Set 3-bladed prop. Raise cradle minimal height to avoid oleo full-extend lock-in.
Cessna	P - 210 Presurized Centurion / II	4,100	2,471	●	●	●	●	●	●	B & H	Set 3-bladed prop. Raise cradle minimal height to avoid oleo full-extend lock-in.
Cessna	AG Wagon /AG Truck 188	4,000/4,200	2,140/2,214	●	●	●	●	●	●	I	Good rudder clearance.
Cessna	AG Carryall 188	3,350	1,902	●	●	●	●	●	●	I	Good rudder clearance.
Cessna	AG Husky - Turbo T188	4,400	2,306	●	●	●	●	●	●	I	Good rudder clearance.
Cessna / Summit	336 / 337 Skymaster / Sentry O2-337	4,630/5,200	2,695/3,160	●	●	●	●	●	●	B	Watch forward gear door if in dropped position. Will clear.
Cessna	T337 Turbo Skymaster	4,500	2,795	●	●	●	●	●	●	B	Watch forward gear door if in dropped position. Will clear.
Cessna	337 Pressurized Skymaster	4,700	3,061	●	●	●	●	●	●	B	Watch forward gear door if in dropped position. Will clear.
Cessna	T303 Crusader	5,150	3,364	●	●	●	●	●	●	B	
Cessna	310 / 310 II / Turbo /R /Clipper	4,700-5,535	2,695-3,714	●	●	●	●	●	●	B	
Cessna	318 / T - 37	7,500	6,000	●	●	●	●	●	●	B	
Cessna	318 E / A - 37 Dragonfly	14,000	6,211	●	●	●	●	●	●	B	
Cessna	320 A - C / F Skyknight	4,990/5,300	3,190/3,273	●	●	●	●	●	●	B	
Cessna	335	5,990	3,749	●	●	●	●	●	●	B	
Cessna / RAM	340 A / II / III / RAM 4 / 6	5,990	3,966/4,286	●	●	●	●	●	●	B	

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				88	88.5	89	89.5	89.5 AL	89.25		
Cessna - Columbia	400 Corvallis *Also see Columbia-Lancair	3,600	2,500	●	●	●	●			H & G	Install strut-strap above hold back arm, on oleo below strut fairing. Cantering adapter with C-350 caps.
Cessna	411 / 411 A	6,500	3,865	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna	414 / 414 A / Chancellor / II / III	6,750	4,354/4,764	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna	401 / 402 / B / C Businessliner / Utiliner	6,850	4,077/4,336	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna / RAM	421 C Golden Eagle / II / III	7,450	4,578/4,979	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna	404 Titan Ambassador /Courier / Freighter	8,400	4,804	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna	Conquest I / II	8,600-9,850	5,600-5,687	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna	Corsair	8,200	4,846	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
Cessna	Citation Mustang	8,645	5,600	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation Mustang 2	10,700	7,004	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation 500 S/N 1 -70	10,850	6,650	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation 500 S/N 71 - 302	11,500	6,650	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation I 500 / 501 and up	11,850	6,631	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation Jet 525	10,400	6,275	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation II 550 Thru S/N 626	13,,300	7,725	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation II 550 S/N 627 & up	14,100	7,725	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation SII S550	15,000	7,725	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation II 551	12,500	7,725	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation CJ1	10,600	6,160	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation CJ2	12,375	7,583	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.

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				88	88.5	89	89.5	89.5 AL	89.25		
Cessna	Citation CJ3	13,870	8,430	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation CJ4	17,230	10,254	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation Bravo 550	14,800	8,059	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation V Encore / + 560	15,900/17,030	8,826/ 10,500	●	●					C.1 or C.2	Holddown method. Place Strut-Strap around tow-bar boss @ fork top.
Cessna	Citation V Ultra 560	16,300	8,826	●	●					C.1 or C.2	Holddown method. Place Strut-Strap around tow-bar boss @ fork top.
Cessna	Citation Excel 560 XL	20,200	12,400	●	●					C.1 or C.2	Holddown method. Place Strut-Strap around tow-bar boss @ fork top.
Cessna	Citation III 650 thru S/N 099	21,000	12,900	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation III 650 S/N 100 & up	22,000	12,900	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation VI 650	22,000	12,900	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation VII 650	22,450	12,900	●	●					C.1 or C.2	Use hold-down, sidegates moved in after capture and chine protectors.
Cessna	Citation Latitude	30,800	18,656	●	●					C.3	Noselight.For holdown run strap thru torque-links but under towbar-lug-tubes or use Citation-X Holddown Adapter.
Cessna	Citation Sovereign 680	30,300	18,150	●	●	●	●			C.1 or C.2	Noselight.For holdown run strap thru torque-links but under towbar-lug-tubes or use Citation-X Holddown Adapter.
Cessna	Citation X 750	34,390	21,390	●	●	●	●			C.3	Noselight.For holdown run strap thru torque-links but under towbar-lug-tubes or use Citation-X Holddown Adapter.
Cessna - Textron	JPATS Citation Jet / 526 Trainer	14,100	7,725	●	●					C.1 or C.2	Noselight.For holdown run strap thru torque-links but under towbar-lug-tubes or use Citation-X Holddown Adapter.
Champion / Aeronca / Bellanca	7ACA / 7CCM Champ	1,220-1,300	740-810	●	●	●	●	●	●	I	Use rear gate to clear rudder.
Champion Aircraft / Aeronca	7EC / 7FC (90) Traveler / Tri-Traveler	1,450	860	●	●	●	●	●	●	I or B	Use extended rear gate to clear rudder on tail-dragger version.
Champion Aircraft / Aeronca	7EC / 7FC (150) Traveler / Tri-Traveler	1,500	968	●	●	●	●	●	●	I or B	Use extended rear gate to clear rudder on tail-dragger version.
Champion Aircraft / Aeronca	11 AC Chief / 11CC Super Chief	1,290/1,350	820	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Champion Aircraft / Bellanca	7ECA Citabria (108) / (115)	1,650	980/1,060	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Champion Aircraft / Bellanca	7GCAA / 7KCAB / 7GCBC Citabria (150)	1,650	1,150	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.

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Champion Aircraft / Bellanca	8KCAB Decathlon / Super Decathe- lon	1,800	1,260-1,315	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Champion Aircraft / Bellanca	8GCBC / 7GCBC Scout	2,150/1,650	1,315/1,037	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Champion Aircraft	Lancer High -Wing Twin	2,450	1,790	●	●	●	●	●	●	B	
Chance - Vought	F4U Corsair	12,309	8,694	●	●					I or L	Long Reach adapter required on AP86. AP84 no go. Others use rear gate.
Christen Industries / Aviat	Pitts Special S-1 / S-1T Bi-plane	1,150	720/830	●	●	●	●	●	●	I	Use of tended rear gate not essential but maxi- mizes rudder clearance.
Christen Industries / Aviat	Pitts Special S-2A / S-2B Bi-plane	1,575/1,625	1,000/1,150	●	●	●	●	●	●	I	Use of extended rear gate not essential but maxi- mizes rudder clearance.
Christen Industries / Aviat	Pitts Special S-2S Bi-plane	1,500	1,100	●	●	●	●	●	●	I	Use of extended rear gate not essential but maxi- mizes rudder clearance.
Christen Industries / Aviat	Husky A - 1	1,800	1,190	●	●	●	●	●	●	I	Easy reach tailwheel. Use extended rear gate for extra rudder clearance.
Christen Industries	Eagle II Aerobatic Kit Bi-plane	1,600	1,025	●	●	●	●	●	●	I	Use of extended rear gate not essential but maxi- mizes rudder clearance.
Cirrus Design Corp.	Cirrus SR20 Composite / 4-Place	3,000	2,050	●	●	●	●			O & H	Sloping Strut/Wheelpan. Use Canterng adapter with SR20/22 Caps.
Cirrus Design Corp.	Cirrus SR22 Composite / 4-Place	3,400	2,250	●	●	●	●			O & H	Sloping Strut/Wheelpan. Use Canterng adapter with SR20/22 Caps.
Columbia / Lancair	Columbia 300	3,400	2,250	●	●	●	●			H & G	Install strut-strap above hold back arm, on oleo below strut fairing. Use Canterng Adapter with C-350 Caps.
Columbia / Lancair	Columbia 350	3,400	2,300	●	●	●	●			H & G	Install strut-strap above hold back arm, on oleo below strut fairing. Use Canterng Adapter with C-350 Caps.
Columbia / Lancair	Columbia 400 Corvallis *Also see Cessna-400	3,600	2,500	●	●	●	●			H & G	Install strut-strap above hold back arm, on oleo below strut fairing. Use Canterng Adapter with C-350 Caps.
Commander / Gulfstream **	Commander 112 / Alpine.	2,550/2,950	1,5/2,035	●	●	●	●	●	●	B & H	Set 3 - bladed prop. ** also see "Aero Com- mander" / "Gulfstream"
Commander / Gulfstream	Commander 114 Gran Turismo A / B / TC / AT	3,260	2,070	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Conair	Firecat (S-2A/CS2F Tracker Conver- sion)	26,000	15,200	●	●	●	●			E	Nose light + NLG door in front.Use Firecat Adapter.
Conair	Turbo Firecat	27,500	15,177	●	●	●	●			E	Nose light + NLG door in front.Use Firecat Adapter.
Conair	F - 27 (-500C) Firefighter	45,000	23,471	●	●	●	●	●	●	B	Place Strut-Strap around NLG upper arm.
Conair	DC - 6 Water Bomber	120,000	56,000	●	●	●	●	●	●	B	Heavy nose weight ratio.
Conair	CV - 580 Aerial Tanker	58,156	31,500	●	●	●	●	●	●	B	Heavy noseweight ratio. AP8700 3/4 weight only.

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Table of Capture Method by Aircraft Type

MAKE	MODEL	M.T.O.W. (LBS) TYPICAL	O.E.W. (LBS) TYPICAL	TUG MODEL CAPA- BLE OF CRADLE TOW						CAPTURE METHOD	SPECIAL ATTENTION / REMARKS
				88	88.5	89	89.5	89.5 AL	89.25		
Consolidated / Vultee	PBY - 5A Catalina	34,000	17,564	●	●					D	Offset strut strap attachment point due high wish-bone strut.
Convair	CV - 240	41,790	27,600	●	●	●	●	●	●	B	Heavy nose weight ratio.
Convair	CV - 340	47,000	29,486	●	●	●	●	●	●	B	Heavy nose weight ratio.
Convair	CV - 440	49,100	31,305	●	●	●	●	●	●	B	Heavy nose weight ratio. AP8700 3/4 weight only.
Convair	CV - 580 / CC - 109 "Cosmopolitan"	58,000	30,740	●	●	●	●	●	●	B	Abnormally heavy nose weight ratio.
Curtis - Wright	C - 46 Commando	45,000	29,483	●	●	●	●	●	●	L	Use Long Reach adapter to clear empenage.
Dassault	Mirage III / 5 D / E / /R / R2Z / RD	30,200	15,5-14,550	●	●	●	●	●	●	B	Long extra-low nose restricts to AP88/AP89 series.
Dassault	Mirage 50	30,200	15,765	●	●	●	●	●	●	B	Long extra-low nose restricts to AP88 / AP89 series.
Dassault	Mirage IV Bomber	73,800	31,965	●	●	●	●	●	●	B	
Dassault	Mirage F1 B / C / D / E / R	35,715	16,314	●	●	●	●	●	●	B	
Dassault	Mirage 2000	23,940	16,775	●	●	●	●	●	●	B	
Dassault	Rafale B / C / D / M	47,399	21,319	●	●	●	●	●	●	B	Carrier M version launch arm clears tug OK.
Dassault / - Breguet	Atlantique 2 Patrol	101,850	56,659	●	●	●	●	●	●	B	
Dassault / - Breguet	HU - 25 A Guardian / Guardian 2	33,510	19,575	●	●	●	●	●	●	F	Use extended reargate / with cutout fill plate installed.
Dassault / - Breguet	Falcon 10 / 100 (Mystere-Falcon)	19,300	11,145	●	●					F	Use large reargate w/fill plate installed @ furthest out slot + sidegates.
Dassault / - Breguet	Falcon 20 / 200 (Mystere-Falcon)	32,000	18,190	●	●	●	●	●	●	F	Use extended reargate / with cutout fill plate installed.
Dassault / - Breguet	Falcon 20G / H	32,000	18,190	●	●	●	●	●	●	F	Use extended reargate / with cutout fill plate installed.
Dassault	Falcon 2000	35,000	19,700	●	●	●	●	●	●	B	Use Falcon50/900/2000 Interface Tool per Certification. Retract stairs.
Dassault / - Breguet	Falcon 50	38,800-40,780	20,170	●	●	●	●	●	●	B	Use Falcon50/900/2000 Interface Tool per Certification. Retract stairs.
Dassault	Falcon 900 B / T18 / ASDF / EX	45,500	23,402	●	●	●	●	●	●	B	Use Falcon50/900/2000 Interface Tool per Certification. Retract stairs.
Dassault	5X	69,600	43,500	●	●	●	●	●	●	B	Pending Certification.
Dassault	Falcon 7X	69,000	34,272	●	●	●	●	●	●	B	Use Falcon 7X/8X Interface tool per certification. Retract Stairs.
Dassault	8X	73,000	41,000	●	●	●	●	●	●	B	Use Falcon 7X/8X Interface tool per certification. Retract Stairs.
Dassault / Dornier	Alpha Jet MS 1 / 2	17,637	7,749	●	●					E	Forward knuckle. Use Large rear gate with cut-out, furthest out slots.

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				88	88.5	89	89.5	89.5 AL	89.25		
DeHavilland	Dragon Rapide	5,550	3,230	●	●	●	●	●	●	I	Use extended rear gate to maximize empennage / rudder clearance.
DeHavilland Canada	DHC - 1 Chipmunk	1,930	1,158	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder / elevator clearance.
DeHavilland Canada /Airtech	DHC - 2 Beaver / Airtech DHC-2 PZL	5,100	3,000/3,129	●	●	●	●	●	●	I or L	Use extended rear gate for empennage clearance. Long Reach adapter better.
DeHavilland Canada	DHC - 2 MKIII Turbo Beaver	5,370	2,290	●	●	●	●	●	●	I or L	Use extended rear gate for empennage clearance. Long Reach adapter better.
DeHavilland Canada /Airtech	DHC - 3 Otter / Airtech DHC - 3 - 1000	8,000	4,431	●	●	●	●			I & L	LongReach adapter required.
DeHavilland/Aeroflight Ind.	DH - 3 Turbine Otter	8,000	3,900	●	●	●	●			I & L	LongReach adapter required.
DeHavilland Canada	DHC - 4 Caribou	28,500	18,260	●	●	●	●	●	●	B	Watch front nosegear door. Raise cradle for extra clearance.
DeHavilland Canada	DHC - 5 Buffalo	49,200	25,106	●	●	●	●	●	●	B	If 87 series capture 1 wheel to cradle edge, other sidegate between tires.
DeHavilland Canada	DHC - 6 Twin Otter 300	12,500	7,415	●	●	●	●	●	●	B	Use 44" Strut-Strap. Run strap around rubber at oleo bottom. Ensure lower torque link fully down/sandwiched in strut strap.
DeHavilland Canada	DHC - 6M and MR (Military) 300	14,000	7,561-9,788	●	●	●	●	●	●	B	Use 44" Strut-Strap. Run strap around rubber at oleo bottom. Ensure lower torque link fully down/sandwiched in strut strap.
DeHavilland Canada	DHC - 7 "Dash 7"	43,500	27,000	●	●	●	●	●	●	B	
DeHavilland Canada	DHC - 8 "Dash 8" 100 A /E-9A/ CC-142	34,500	22,600	●	●	●	●	●	●	F & O	Wide track/protrusion.Extended rear gate/cutout and Dash-8 pawl adapter.
DeHavilland / Bombardier	DHC - 8 "Dash 8" 100 B	36,300	22,648	●	●	●	●	●	●	F & O	Wide track/protrusion.Extended rear gate/cutout and Dash-8 pawl adapter.
DeHavilland / Bombardier	DHC - 8 "Dash 8" 200 A / 200 B	36,300	22,886	●	●	●	●	●	●	F & O	Wide track/protrusion.Extended rear gate/cutout and Dash-8 pawl adapter.
DeHavilland / Bombardier	DHC - 8 "Dash 8" 300 A	41,100/43,000	25,700	●	●	●	●	●	●	F & O	Wide track/protrusion.Extended rear gate/cutout and Dash-8 pawl adapter.
DeHavilland / Bombardier	DHC - 8 "Dash 8" 300 B / E (Series cont'd)	43,000	25,700	●	●	●	●	●	●	F & O	Wide track/protrusion.Extended rear gate/cutout and Dash-8 pawl adapter.
DeHavilland / Bombardier	DHC - 8Q - 200 "Dash 8Q 200"	36,500	22,454	●	●	●	●	●	●	F & O	Wide track/ protrusion. Extended rear gate/cutout and Dash-8 pawl adapter.
DeHavilland / Bombardier	DHC - 8Q - 400 "Dash 8Q 400"	63,450	36,553	●	●	●	●	●	●	F & O	Extended Aluminum rear gate w/cutout and Dash 8-400 pawl adapter.
DHI - South Korea	Daewoo KTX-I Yeo - Myoung	5,470	3,153	●	●	●	●	●	●	B & H	Set 3 or 4-bladed prop. Turbo-prop. Watch for windmilling.
Diamond Aircraft	DA-20 Evolution / Eclipse / Kantana	1,764	1,090	●	●	●	●			G	Cantering adapter with DA-20 caps
Diamond Aircraft	DA-40 Diamond Star	2,535	TBD	●	●	●	●			G	Cantering adapter with DA-20 caps
Diamond Aircraft	DA-42 Twin Star (MPP version > see remarks)	3,935	2,270	●	●	●	●	●	●	B	Multi-Purpose-Platform(MPP) w/Camera Turret use Long Reach Adapter

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				88	88.5	89	89.5	89.5 AL	89.25		
Dornier Claudius / Seastar	Seastar CD - 2 Amphib.	10,154	4,520-6,781	●	●					E	Trailing arm strut. Use extended rear gate. With AP8400 use method B.
Dornier	Do 27 STOL Observer	3,500	2,000	●	●	●	●			I & L	LongReach adapter required. Capture tailwheel in taxi position and block sides.
Dornier	Do 28 / D-2 Skyservant	8,852	5,132	●	●	●	●	●	●	I	Easy tailwheel. Use extended rear gate for added empenage clearance.
Dornier	Do 128 -6	9,590	5,600	●	●	●	●	●	●	I	Easy tailwheel. Use extended rear gate for added empenage clearance.
Dornier / DASA	Do 228 - 100 / 101	12,566/13,183	6,570/6,592	●	●	●	●	●	●	B	
Dornier / DASA	Do 228 - 200 / 201 / 212	12,566-14,109	6,803-8,370	●	●	●	●	●	●	B	
Dornier / DASA	Do 328 - 110 Turboprop	31,019	20,723	●	●	●	●	●	●	B	Do n't exceed OEM mandated yellow 60° precautionary turn limit line.
Dornier - Fairchild	Do 328 - 300 Jet Also see "Fair-child-Dornier"	33,841	20,282	●	●	●	●	●	●	B	Do n't exceed OEM mandated yellow 60° precautionary turn limit line.
Dornier - Fairchild	Do 328 - 310ER Jet	34,795	20,573	●	●	●	●	●	●	B	Do n't exceed OEM mandated yellow 60° precautionary turn limit line.
Dornier Saestar Malaysia	Seastar CD - 2 Amphib.	10,141	6,781	●	●					E	Trailing arm strut. Use extended rear gate. With AP8400 use method B.
Douglas Aircraft Co.	A -26 Invader /B-26 (Counter)Invader	35,37,000	22,370	●	●	●	●	●	●	B	
Douglas Aircraft Co.	DC - 3 Dakota / C - 47	25,200	16,865	●	●	●	●			I & L	Long Reach adapter eessential. Capture tailwheel pivoted to acft front.
Douglas Aircraft Co.	DC - 4 / C - 54	65,000	35,000	●	●	●	●	●	●	B	Heavy nose weight ratio makes AP8750 marginal.
Douglas Aircraft Co.	DC - 6 / 6A / 6B	97,200/106,000	51,4/49,767	●	●	●	●	●	●	B	Heavy nose weight ratio.
Douglas Aircraft Co. *	DC - 7 *also see McDonnell Douglas	143,000	72,763		●	●	●	●	●	B	Heavy nose weight ratio precludes AP8800SD.
Eagle Aircraft - Australia	Eagle X - TS Light Aircraft	1,433	930	●	●					G	Pass strut strap around oleo below strut fairing.
Ector	Ector Super Mountaineer /L-19 Civil	2,800	1,483	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Eclipse Aviation	Eclipse 500 (Note: No Hold-Down Required)	5,680	3,390	●	●					B	On manual-winch tugs slack off strap tension before lowering cradle.
EHI Westland / Agusta	EH 101 Helicopter Multi-Role	28,660/31,500	19,840-20,500	●	●	●	●	●	●	B	Extremely high nosewheel weight ratio. AP88 or extendedr.
Elmwood Aviation	CA-05 Christavia Mk 1	1,300	745	●	●	●	●	●	●	I	Use extended rear gate at most forward position to clear rudder.
Elmwood Aviation	CH-8 Christavia Mk 4	2,300	1,150	●	●	●	●	●	●	I	Use extended rear gate at most forward position to clear rudder.
Embraer / FAMA	CBA - 123 Vector Pusher-Turboprop	20,994	15,090	●	●	●	●	●	●	E	Front torque - links. Use rear gate.
Embraer - Brazil / Brasil	EMB -201 / 202 Ipanema Agricultural	3,968	2,293	●	●	●	●	●	●	I	
Embraer / Shorts	EMB -312 Toucan / Tucano	7,000	4,123	●	●	●	●	●	●	B & H	Set 3-bladed prop. Raise cradle high and watch windmilling during tow.

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				88	88.5	89	89.5	89.5 AL	89.25		
Embraer / Northrop	EMB -312H Super Toucan / Super Tucano	7,033	5,335	●	●	●	●	●	●	B & H	Set 5-bladed prop. Raise cradle high and watch windmilling during tow.
Embraer - Brasil / Brazil	Embraer-195 / LR	112,312/115,631	59,7/65,690		●	●	●	●	●	B	High NLG weight dictates Ap8850 or larger.
Embraer	Embraer-190 / Linear-1000 Corporate	114,539	65,029		●	●	●	●	●	B	
Embraer	Embraer-175	85,860	49,598		●	●	●	●	●	B	
Embraer	Embraer-170 / LR	82,355/106,922	44,4/48,055		●	●	●	●	●	B	
Embraer	ERJ-145 XR Regional Jet	52,910	27,500		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	ERJ-145 ER Regional Jet	45,415	25,722		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	ERJ-145 LR Regional Jet	48,500	26,470		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer / Harbin-Embraer	ERJ-145 RJ / SA / AEW / RS / MP/ ASW	48,721	27,351		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	ERJ-140 Regional Jet	46,737	24,548		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	ERJ-135 LR Regional Jet	44,092	24,554		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	ERJ-135 ER Regional Jet	41,888	23,554		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	ERJ-135 Regional Jet	41,800	24,548		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	Phenom 100	10,582	7,220	●	●	●	●	●	●	C.1 or C.2	Use Phenom 100 Pawl Adapter.
Embraer	Phenom 300	17,968	11,783	●	●	●	●	●	●	C.1 or C.2	Use Phenom 300 Pawl Adapter.
Embraer	Legacy 450	35,163	25,287	●	●	●	●	●	●	B	
Embraer	Legacy 500	38,347	23,400	●	●	●	●	●	●	B	
Embraer	Legacy 600	49,604	30,081	●	●	●	●	●	●	B	
Embraer	Legacy 650	53,572	31,217	●	●	●	●	●	●	B	
Embraer	Lineage 1000	114,539	65,029	●	●	●	●	●	●	B	
Embraer	Legacy Shuttle 19 seat business config.	44,313	27,007		●	●	●	●	●	B	AP8850SDA / -AL should be -100/50 dual limiter version.
Embraer	EMB -120 /ER Brasilia	25,529-26,433	16,645/667	●	●	●	●	●	●	B	Caution: Keep sidegates fully out to avoid contacting low wheel rim. Ensure static drag wire doesn't catch under cradle.
Embraer	EMB -110 / P Bandeirante	12,345	7,915(pax)	●	●	●	●	●	●	B	Caution: Keep sidegates fully out to avoid contacting low wheel rim. Ensure static drag wire doesn't catch under cradle.

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				88	88.5	89	89.5	89.5 AL	89.25		
Embraer	EMB -121 /A Xingu Twin	12,500	8,179	●	●	●	●	●	●	E	Trailing arm. Use extended rear gate. Run strap behind upper arm.
Embraer	EMB -111 Surveillance	15,432	8,598	●	●	●	●	●	●	E	If ECM radome fitted, use Long Reach adapter on AP8600.
Enaer - Chile	Namchu - Aguilucho / Eaglet ECH-02	1,760	1,200	●	●					B	Pass strut strap between oleo and aft linkage.
Enaer **	T - 35 Pillan	2,900	1,836	●	●	●	●	●	●	B & H	Set 3-bladed prop. **Note: For Enaer A-36 /T-36 see "Casa/Enaer".
Enaer	T - 35 DT Pillan Turbo	2,950	2,080	●	●	●	●	●	●	B & H	Set 3-bladed prop and watch for windmilling during tow.
EPA Aircraft Co.	EPA NAC 6 Fieldmaster / Firemaster	6,000	3,900	●	●	●	●	●	●	B & H	For max 5-bladed prop clearance use extended rear gate and raise cradle high.
Epervier Aviation - Belgium	Epervier ARV Very Light	1,653	992	●	●	●	●	●	●	B	
Ercoupe	Ercoupe 415 C / D / G	1,400	815	●	●	●	●	●	●	B	
Ercoupe / Alon	Alon AirCoupe A-2	1,450	930	●	●	●	●	●	●	B	
Ercoupe / Forney	Forney Ercoupe F - 1	1,400	890	●	●	●	●	●	●	B	
Ercoupe / Mooney	Mooney Ercoupe A - 2 - A	1,450	930	●	●	●	●	●	●	B	
Ercoupe / Mooney	Mooney Cadet M-10	1,450	950	●	●	●	●	●	●	B	
Ethiopian Airlines /Schweizer	Eshet AG -Cat Super B Turbine	7,020	3,150	●	●	●	●	●	●	I	Easy access tailwheel. Place strut strap below strut arm.
Eurocopter	AS - 332 L1 Super Puma Multi-role	18,960	9,832	●	●					L	Long / low reach. Use Long Reach adapter, with dual tab back-stop.
Eurocopter	AS - 332 L2 Super Puma MK II	20,502	10,274	●	●					L	Long / low reach. Use Long Reach adapter, with dual tab back-stop.
Eurocopter	AS - 532 Cougar MK I	19,841	9,546-9,920	●	●					L	Long / very low reach. Use Long Reach adapter. Watch antennae blade/s.
Eurocopter	AS - 532 Cougar MK II	21,495	10,493	●	●					L	Long / very low reach. Use Long Reach adapter. Watch antennae blade/s.
Eurocopter	AS-365 N2/3 /-366 Dauphin/HH-65A Dolphin	9,369/9,479	4,974	●	●	●	●	●	●	E or L	Use extended reargate. Use Long Reach adapter if long radome / probe.
Eurocopter	EC-155B Dauphin	10,582	5,573	●	●					L	Use LongReach adapter due long / low radome. No go AP84.
Eurocopter	AS 565 Panther	9,369	4,971	●	●	●	●	●	●	E or L	Use extended reargate. Use Long Reach adapter if long radome / probe.
Eurocopter	HAP / HAC / PAH - 2 Tiger Attack	13,227	7,275	●	●	●	●	●	●	I & E	Use extended rear gate for empennage clearance. Strap at end of tailwheel strut.
Eurocopter	AS - 321 F/G/H/JA Super Frelon Helicopter	28,660	15,141	●	●	●	●	●	●	B or L	If long radome equipped use Long Reach adapter.
Eurofighter Jagdflugzeug	Eurofighter 2000 DA1 / DA4	46,297	21,495	●	●	●	●	●	●	B	High nose clearance allows stand up models.
Excalibur	Excalibur Queenaire 800 / 8800	8,000/8,800	5,400/5,800	●	●	●	●	●	●	B	

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Extra Flugzeugbau	EA 300 Aerobatic	2,094	1,389	●	●	●	●	●	●	I	Easy reach tailwheel.
Extra Flugzeugbau	E400 Pressurized Composite Single	4,230	2,660	●	●	●	●	●	●	B	
Fairchild **see note right	Fairchild 300 / Merlin III A/B/C	13,230	8,200	●	●	●	●	●	●	B	**also see "Swearingen"
Fairchild	Metro III / Metro III A / Expediter	14,500	8,737	●	●	●	●	●	●	B	
Fairchild	Fairchild IV C / Merlin IV C	14,500	9,100	●	●	●	●	●	●	B	
Fairchild	Metro III H	16,000	9,028	●	●	●	●	●	●	B	
Fairchild	Metro 23 /Merlin 23 /Expediter I/23 /C-26	16,500	9,500	●	●	●	●	●	●	B	
Fairchild	Fairchild 400	16,500	9,686	●	●	●	●	●	●	B	
Fairchild-Dornier	Do 328 - 300 / ER Jet	33,841	20,282	●	●	●	●	●	●	B	Do n't exceed OEM mandated yellow 60°precautionary turn limit line.
Fairchild-Dornier	Do 328 - 310 / ER Jet	34,795	20,573	●	●	●	●	●	●	B	Do n't exceed OEM mandated yellow 60°precautionary turn limit line.
Fairchild-Hiller / Porter	PC - 6 Turbo -Porter STOL / UV-20 A	4,850-6,100	2,601-2,685	●	●	●	●	●	●	I	Good clearance provided by extended tailwheel.
Fairchild - Republic	A - 10A Thunderbolt II	50,000	24,959	●	●	●	●	●	●	B	
Fairchild Republic	T-46A	6,817	5,184	●	●					B	
Fairchild Republic	AT-46A	6,966-8,266	5,190	●	●					B	
Fairchild - SAAB	340 A	28,000	17,415	●	●	●	●	●	●	B	
FFA - Switzerland	AS 202 Bravo -18A/26A	2,094-2,645	1,543/1,748	●	●	●	●	●	●	B	
FLS Aerospace	Optica OA7-300	2,899	2,090	●	●					E or L	Long Reach adapter or extended rear gate @ furthest out due very low.
FLS	Sprint 160 / Club Sprint	1,306/1,100	1,920/1,650	●	●	●	●	●	●	B	
FMA - Argentina	IA - 58 /A /C / 66 Pucara Attack	14,991	8,862	●	●	●	●	●	●	B	
FMA - Argentina	IA - 63 Pampa Jet Trainer	11,023	6,219	●	●					E	Forward knuckle.Extended rear gate.Strap around strut above arm /inside light.
FMA - Vought - Loral	IA - 63 Pampa 2000 JAPATS	11,023	6,219	●	●					E	Forward knuckle.Extended rear gate.Strap around strut above arm /inside light.
Fokker / Fairchild Hiller	FH- 227	43,500	22,923	●	●	●	●	●	●	B	Place Strut-Strap around NLG upper arm.
Fokker / Fairchild Hiller	F - 27 Mk 200/400M/500/600	45,900	25,307-26,8	●	●	●	●	●	●	B	Place Strut-Strap around NLG upper arm.
Fokker	F - 50	45,900	27,602	●	●	●	●	●	●	B	Place Strut-Strap around NLG upper arm.
Fokker	F - 60	50,596	27,583	●	●	●	●	●	●	B	Place Strut-Strap around NLG upper arm.
Fokker	F - 28 Mk 4000 (jet)	73,000	38,900	●	●	●	●	●	●	B	Track too wide / nose too long for AP87-AL.
Fokker	F - 70 / F - 70 ER (jet)	84,000/88,000	50,930/52,470	●	●	●	●	●	●	B	Track too wide / nose too long for AP87-AL.
Fokker	F 100 / F - 100 ER (jet)	98,000/101,000	56,000/58,640	●	●	●	●	●	●	B	Track too wide / nose too long for AP87-AL.
Forney / Ercoupe	Forney Ercoupe F - 1	1,400	890	●	●	●	●	●	●	B	
Fournier Avions-	Fournier RF-47 Light Trainer	1,323	838	●	●	●	●	●	●	B	

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				88	88.5	89	89.5	89.5 AL	89.25		
Fuji	Fuji T-5 Primary Trainer	3,979	2,385	●	●	●	●	●	●	B & H	Set 3-bladed prop. Turbine. Watch for windmill- ing.
Funk / Akron	Funk Model B	1,350	890	●	●					I & L	Long Reach adapter required to access tailwheel.
GAF - Australia	Nomad N22B	8,500	4,400	●	●	●	●	●	●	B	On long nose version, AP8600 rqr Long Reach adapter.
GAF - Australia	Nomad N24A	9,400	5,266	●	●	●	●	●	●	B	On long nose version, AP8600 rqr Long Reach adapter.
Galaxy Aerospace / IAI	Astra SP / 1125 * see IAI for Westwinds	23,500	13,225	●	●	●	●	●	●	B	
Galaxy Aerospace / IAI	Astra XP / G-100/150 *Gulfstream	13,700-15,100	24,650-26,250	●	●	●	●	●	●	B	AP8600 is OK.
Galaxy Aerospace / IAI	Galaxy / G-200	34,850-35,000	19,200	●	●	●	●	●	●	L or F	AP87 Long Reach and limited to 32,000 lbs.acft. AP88 Large Rear Gate.
Ganzavia KFT - Hungary	Ganzavia GAK - 22 Dino	1,587	948	●	●	●	●	●	●	B	
Gavilan-Columbia / GATS- USA	EL - 1 Model 358 Utility Transport	4,500	2,800	●	●	●	●	●	●	B & H	Set 3-bladed prop. Trailing arm strut clears but rear gate recommended.
General Dynamics	F - 111 / EF - 111A Raven	91,500/89,000	46,1/55,275	●	●	●	●	●	●	B	Long low reach restricts to low profile AP88 / AP89 series.
General Dynamics /Lockheed	F - 16 "Fighting Falcon" A/B/C/D	27,185-42,300	18,2-28,200	●	●	●	●	●	●	B	AP8700 series is capable. Standing head clearance restricted.
General Avia	General Avia F.22 Primary Trainer	1,984	1,290	●	●	●	●	●	●	B	
General Avia	General Avia F.22R Pinguino - Sprint	1,873	1,268	●	●	●	●	●	●	B	
General Avia	General Avia F.220 Airone Touring	2,535	1,543	●	●	●	●	●	●	B	
Gippsland Aeronautics	Gippsland GA - 200 Agricultural	3,748	1,698	●	●	●	●	●	●	I	Easy access tailwheel.
Great Lakes Aircraft Corp./ Co.	2T-1 / 2T- 1A-1 / 2T-1A-2 Sport Trainer	1,580-1,800	910-1,230	●	●	●	●	●	●	I	
Great Plains	Sonerai II / IIL / II-LT / II-LTS	1,150	500	●	●	●	●	●	●	I	Use extended rear gate for added rudder clear- ance.
Grob Aerospace	G 115 B/C1/C2/D1/D2/Bavarian	2,028	1,433-1,455	●	●	●	●	●	●	G	Wheelpants.Run strap thru torquelinks.If oleo covered run above links. AP88 AP89 cradle on non fairing version.
Grob Aerospace	G 115T Acro Trainer	2,976	1,847-1,962	●	●					B	Caution. Oleo covered. Run strap over lower cover clamp below links.
Grob Aerospace	GF 200 Touring - Pusher	3,527	TBD	●	●	●	●	●	●	B	
Grob Aerospace	G 850 Strato 2C Long Endurance Surveillance	25,794	12,786	●	●					B	Wingspan = 185' 4.5". Use guide persons. Long reach to nosegear.
Grob Aerospace	G 180 Utility Jet	TBD	TBD	●	●	●	●	●	●	B	
Grumman / Resorts Int'l	G - III Albatross / UF -2 / HU-16B	land 30,800	23,500	●	●	●	●	●	●	F	Nose heavy. Precludes AP86/87. Use extended rear gate to clear left door.
Grumman *also see Northrop	F4F "Wildcat" / FM-2 "Wildcat"	5,876	4,425	●	●	●	●			I & L	Long Reach adapter essential to access tailwheel.

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				88	88.5	89	89.5	89.5 AL	89.25		
Grumman	F6F "Hellcat"	12,500-15,400	9,153	●	●	●	●			B	
Grumman	F8F "Bearcat"	9,300	7,070	●	●	●	●			I & L	Long Reach adapter essential to access tailwheel. Tailweight ratio high.
Grumman	E - 2C Hawkeye / Daya EWAC	53,267	39,373	●	●	●	●	●	●	F	Low launch arm and front nosewheel door dictates extended rear gate.
Grumman	C - 2A Greyhound	54,354	39,373	●	●	●	●	●	●	F	Low launch arm and front nosewheel door dictates extended rear gate.
Grumman	S - 2 Tracker	29,000	13,840	●	●	●	●	●	●	E	Use extended rear gate. Watch front door on bounce. Raise cradle.
Grumman / IMP / Bedek	S - 2T Turbo Tracker	29,000	13,840	●	●	●	●	●	●	E	Use extended rear gate. Watch front door on bounce. Raise cradle.
Grumman	A - 6E Intruder	60,400	27,613	●	●	●	●	●	●	F	Front launch arm. Use extended rear gate.
Grumman	EA - 6B Prowler	65,000	31,572	●	●	●	●	●	●	F	Front launch arm. Use extended rear gate.
Grumman	F - 14 "Tomcat"	74,349	40,104	●	●	●	●	●	●	B	
Grumman	TBM - 3E Avenger	18,250	TBD	●	●					I or L	Long Reach adapter required with AP86/AP87 series. Watch tailhook.
Grumman/Schweizer	G-164 Ag-Cat	4,200	2,600	●	●	●	●	●	●	I	Easy access tailwheel. Place strut strap below strut arm.
Grumman/Gulfstrm American	Super Ag-Cat	4,500	2,690	●	●					I	Easy access tailwheel. Place strut strap below strut arm.
Grumman/Gulfstrm American	Gulfstream I Turbo-prop /VC-4A / TC-4C	35,100	21,900	●	●	●	●	●	●	B	
Grumman/Gulfstrm American	AA -1 Yankee /AA -1A/B Trainer / TR -2	1,500-1,560	963-1,039	●	●	●	●			O	Sloping Strut/Wheelpan. Use Canterng adapter with Grumman caps.
Grumman/Gulfstrm American	AA -1C T-Cat / Lynx	1,600	1,066	●	●	●	●			O	Sloping Strut/Wheelpan. Use Canterng adapter with Grumman caps.
Grumman/Gulfstrm American	AA5 / A Traveler / Cheetah	2,200	1,200	●	●	●	●			O	Sloping Strut/Wheelpan. Use Canterng adapter with Grumman caps.
Grumman/Gulfstrm American	AA5 / B Tiger	2,400	1,285	●	●	●	●			O	Sloping Strut/Wheelpan. Use Canterng adapter with Grumman caps.
Grumman/Gulfstrm American	GA-7 Cougar Light Twin (*see Socata Tangara)	3,800	2,588	●	●	●	●	●	●	B	
Gulfstream / Rockwell	Commander 112 / 112TC	2,800/2,950	1,173/1,834	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Gulfstream / Rockwell	Commander 114	3,140-3,260	1,790-2,070	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Gulfstream / Rockwell	Commander Alpine	2,950	2,035	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Gulfstream / Rockwell	Commander Gran Turismo	3,272	2,070	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Gulfstream / Rockwell / Twin **>	Commander Jetprop 690 / 840 / 980	10,325	6,195/6,702	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates. **also see "Aero
Gulfstream / Rockwell / Twin	Commander Jetprop 900	10,700	7,079	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates. ** Commander"

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				88	88.5	89	89.5	89.5 AL	89.25		
Gulfstream / Rockwell / Twin	Commander Jetprop 1000	11,200	7,289	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Gulfstream / Rockwell / Twin	Commander Jetprop 1200	11,750	7,475	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Gulfstream Aerospace	G- II (*see Grumman for G-1)	65,500	36,000	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-III / C - 20A	69,700	38,000	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-IV / IV SP / C - 20 (SR4A)	74,600	42,500	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/AP89 tug models.
Gulfstream Aerospace	G-V	85,100	45,500	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-350	71,300	42,700	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-450	74,300	43,000	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-500	85,500	48,000	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-550	91,400	48,300	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-600	91,600	54,440	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-650	99,600	54,000	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace	G-650ER	103,100	60,500	●	●	●	●	●	●	B or N	Underbelly tow or push permitted with AP88/ AP89 tug models.
Gulfstream Aerospace / IAI	G-100/150 / Astra XP *Galaxy / IAI 24,650-26,250	13,700-15,100		●	●	●	●	●	●	B	AP8600 is OK.
Gulfstream Aerospace / IAI	G-200 / Galaxy	34,850-35,000	19,200	●	●					L or F	AP87 Long Reach and limited to 32,000 lbs.acft. AP88 Extended Rear Gate.
Gulfstream Aerospace	G-280	39,600	24,150	●	●					L or F	AP87 Long Reach & limited to 32,000 lbs.acft. AP88 Extended Rear Gate.
Handley Page / Century	Jetstream III	12,500	8,450	●	●	●	●	●	●	E	Front torque links. Use extended rear gate.
Harbin - China	HAMC Y - 11 Yunshuji Transport	7,715	5,520	●	●	●	●	●	●	B	Nosewheel yoke usually clears but use extended rear gate if low.
Harbin - China	HAMC Y - 12 Yunshuji Transport	9,921	6,261	●	●	●	●	●	●	B	Nosewheel yoke usually clears but use extended rear gate if low.
Harbin - Eurocopter	HAMC Z-9 Haitun (AS 365 Dauphin 2)	9,039	4,519	●	●	●	●			L	Use Marquise / Dauphin / Long Reach adapter.
Harkov	AN - 74 - 200 Transport	73,000	TBD	●	●	●	●	●	●	B	
Harlow Engineering	Harlow PJC-2	2,600	1,700	●	●	●	●	●	●	I	Use extended rear gate to clear empennage point on turn.

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				88	88.5	89	89.5	89.5 AL	89.25		
Hawk Industries	Gafhawk 125	14,500	6,800	●	●	●	●	●	●	B	Trailing knuckle. Use extended rear gate to maximize clearance.
Hawker *	Sea Fury (*see BritishAerospce for HS125)	12,350	9,240	●	●	●	●			I & L	Long Reach adapter required. Capture tailwheel pivoted to acft front.
Hawker	Tempest IV	12,975	9,220	●	●	●	●			I & L	Long Reach adapter required. Capture tailwheel pivoted to acft front.
Helio Aircraft	Helio Courier 700/800 Super Courier /U10	3,400	2,080	●	●	●	●	●	●	I or L	Use extended rear gate or Long Reach adapter to clear rudder.
Helio Aircraft	Helio Courier H-295/395/391 Super Courier	3,400	2,080	●	●	●	●	●	●	I or L	Use extended rear gate or Long Reach adapter to clear rudder.
Helio Aircraft	Trigear Courier HT-295	3,400	2,080	●	●	●	●	●	●	B & H	Tricycle gear version. Set 3-bladed prop.
Helio Aircraft	Helio Stallion	5,100	2,860	●	●	●	●	●	●	I or L	Use rear gate or Long Reach adapter to clear rudder.
HOAC Austria Flugzeugwerk	HOAC DV - 20 Kantana	1,609	1,091	●	●	●	●			G	Cantering adapter with DA-20 caps
Honda Jet	HA-420	9,953		●	●					B	
Howard Aircraft Corp.	Howard DGA-15	4,350	2,700	●	●	●	●			I & L	Long Reach adapter essential to access tailwheel.
IBIS Aerospace	Ae270	8,818	5,653	●	●	●	●	●	●	F or L & H	Set 4-bladed prop. Use Rear Gate w/ Fill Plate + raise cradle high.
IAR / ICA - Romania	INAv IAR - 823 Training/Touring	2,623-3,307	2,-2,094	●	●	●	●	●	●	B	
IAV Bacau	YAK - 52 Trainer	2,844	2,205	●	●	●	●	●	●	B	
IAV Buchresti	ROM BAC 1 - 11 - 495	98,500	51,339	●	●	●	●	●	●	B	
IAV Buchresti	ROM BAC 1 - 11 - 560	104,500	55,774	●	●	●	●	●	●	B	
IAV Craiova	IAR - 99 Soim / Hawk	12,072	6,878	●	●	●	●	●	●	B	Ensure adequate Nose Probe Clearance.
IG JAS / SAAB	JAS - 39 Gripen Attack / Recon	18,740	14,600	●	●	●	●	●	●	E or F	Front torque links, use large reargate. Long low reach, AP88/AP89 series only
Ilyushin	IL - 38 / IL - 18 / IL - 20	140,000	79,367		●	●	●	●		F	Front Torque Links. Use extended rear gate with cutout removed.
Ilyushin	Il - 114 Regional Pax / Cargo	50,045	33,070	●	●	●	●	●	●	B	High nose weight above AP87 capacity. Long-Reach required on AP87.
Interavia	I - 3 Aerobatic	2,343	1,675	●	●	●	●	●	●	I	Easy access tailwheel.
ISAE - USA	ISAE Omega 2	2,100	1,300	●	●	●	●	●	●	B	
Israel Aircraft Industries	Kfir C1 / C2 / TC2 / C7 / TC7 / F21A	36,376	16,060	●	●	●	●	●	●	B	Forward knuckle. Use large rear gate with cutout. Long low reach.
Israel Aircraft Industries	Arava 102 / 201 / 202	15,000/17,000	8,816/9,063	●	●	●	●	●	●	B	
Israel Aircraft Industries	*Westwind 1 /1121 /Commdore/Jet-Commander	22,850	12,700	●	●	●	●			J	Westwind adapter. Contain lower torque link between strut straps. Ensure upper torque link pinned up.

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				88	88.5	89	89.5	89.5 AL	89.25		
Israel Aircraft Industries	*Westwind 2 / 1123 / 1124 A	23,500	13,250	●	●	●	●			J	Westwind adapter. Contain lower torque link between strut straps. Ensure upper torque link pinned up.
Israel Aircraft Industries/Galaxy	Astra SP / 1125 G-100 *also see Gulfstream	23,500	13,225	●	●	●	●	●	●	B	Westwind adapter. Contain lower torque link between strut straps. Ensure upper torque link pinned up.
Israel Aircraft Industries/Galaxy	Astra SPX / G-100 /-150	24,650-26,250	13,700-15,100	●	●	●	●	●	●	B	AP8600 OK.
Israel Aircraft Industries/Galaxy	Galaxy / G-200 (long reach to NLG)	34,850-35,000	19,200	●	●					L or F	AP87 Long Reach and limited to 32,000 lbs.acft. AP88 Extended Rear Gate.
Jabiru Aircraft	Jabiru LSA Light Sport	948	518							G	Sloping solid sprung strut. Place strut strap above holdback bar.
Jetstream / British Aerospace*	Jetstream 31 / Super 31 *see BAe	15,2/16,204	9,57/10,092	●	●	●	●	●	●	F	Low Torque Links + wide 18 3/4" track, use widest rear gate.
Johnson Aircraft / AM Co.	Johnson Rocket 185 / Texas Bullet	2,250	1,550	●	●	●	●			B or L	Texas bullet tailwheel version requires Long Reach adapter. AP83 not capable with Long Reach Adapter.
Jurca (Marcel)	Jurca MJ5 Sirocco	1,499	947	●	●	●	●	●	●	I	
Junkers / CASA	Ju - 52 / 3M "Tante Ju" CASA 352	TBD	TBD	●	●	●	●	●	●	I	Easy access tail-wheel.
KA - Korean Air	KA CHK-91 Chang-Gong 91	2,700	1,850	●	●	●	●	●	●	B	
KAMOV	Ka - 26 Helicopter Twin	7,165	4,3-4,885	●	●					B	Dual spread nose gears. Capture one. Use extended rear gate. Raise high.
Kawasaki	Kawasaki T-4 Jet Trainer	16,535	8,356	●	●	●	●	●	●	B	Probe on nose precludes AP8400.
Kawasaki - Boeing / Vertol	BV/KV-107 / CH/UH-46 Sea Knight	19,-23,000	10,7-13,342	●	●	●	●	●	●	B	Reach to nosegear prohibits AP8400
Kawasaki - Lockheed	P - 3 C	139,760	73,000	●	●	●	●	●	●	B	Verify that actual ramp weight is within tug range.
Kazan Helicopters	MI - 17 M Utility	13,000	TBD	●	●	●	●	●	●	F	Front torque links. Heavy noseweight. AP88 series or larger.
Kelowna Fightcraft -Canada	KFC CV 5800	63,000	33,166	●	●	●	●	●	●	B	Abnormal heavy nose weight precludes AP87 series.
Kelowna Fightcraft -Canada	KFC CV 5800	63,000	33,166	●	●	●	●	●	●	B	Abnormal heavy nose weight precludes AP87 series.
King's / Angel	Angel 44 Pusher Twin	5,800	3,880	●	●	●	●	●	●	B	
Lake Amphibian Inc.	Buccaneer LA - 4 -200 / LA - 4	2,690/2,400	1,555/1,600	●	●	●	●	●	●	E	Extended Rear gate required to clear low nose-wheel door.
Lake Amphibian Inc.	Renegade LA -250 / Turbo 270	3,050	1,850/1,930	●	●	●	●	●	●	E	Extended Rear gate required to clear low nose-wheel door.
Lancair International	Lancair 235 / 320 / 360	1,685	1,040	●	●					B	
Lancair International	Lancair IV	2,900	1,750	●	●					G	Install strut strap in normal manner below hold-back arm.

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				88	88.5	89	89.5	89.5 AL	89.25		
Lancair International	Lancair ES / Super ES / Tigress	2,900	1,750	●	●					G	Install strut strap in normal manner below hold-back arm.
Lancair / Columbia	Columbia 300 *1" x 29" recommended = better*	3,400	2,250	●	●					H & G	Install strutstrap/holdbackarm on oleo below strut fairing.3-blade prop.
Lancair / Columbia	Columbia 350 *cushioning of hold-back arm*	3,400	2,300	●	●					H & G	Install strutstrap/holdbackarm on oleo below strut fairing.3-blade prop.
Lancair / Columbia	Columbia 400 *to NLG strut fairing*	3,600	2,500	●	●					H & G	Install strutstrap/holdbackarm on oleo below strut fairing.3-blade prop.
Learjet - Bombardier	Learjet 31 A	16,500	10,400	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Bombardier	Learjet 35 A / 36 A / C - 21 A	18,300	10,422	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Bombardier	Learjet 40 (If Squat Switch equipped use adapter)	20,600	13,428	●	●					C.4	If PEP equipped, Lear-40/45/70/75 Yolk Adapter mandatory + Loop Holddown.
Learjet - Bombardier	Learjet 45 (If Squat Switch equipped use adapter)	21,500-20,	13,629	●	●					C.4	If PEP equipped, Lear-40/45/70/75 Yolk Adapter mandatory + Loop Holddown.
Learjet - Bombardier	Learjet 45XR(Squat Switch equipped use adapter)	21,750	13,729	●	●					C.4	If PEP equipped, Lear-40/45/70/75 Yolk Adapter mandatory + Loop Holddown.
Learjet - Bombardier	Lear 60 (Long nose no fit AP8400)	23,750	14,746	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Bombardier	Learjet 70	21,500	13,715	●	●					C.1 or C.2	Lear-40/45/70/75 Yolk Adapter and Hoop Hold down Mandatory.
Learjet - Bombardier	Learjet 75	21,000	13,890	●	●					C.1 or C.2	Lear-40/45/70/75 Yolk Adapter and Hoop Hold down Mandatory.
Learjet - Gates	Lear 24	13,500	7,530	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Gates	Lear 25	15,000	8,040	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Gates	Lear 25 G	16,300	8,268	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Gates	Lear 50 (Long nose no fit AP8400)	21,000	12,500	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
Learjet - Gates	Lear 55 (Long nose no fit AP8400)	21,000	13,452	●	●					C.1 or C.2	Holddown,sidegates/chine protectors.
LET Kunovice	L-200D Morava (Light Twin)	4,400	2,992	●	●	●	●	●	●	B	Install Strut strap around oleo and through torque links.
LET Kunovice	L - 410 / L -420 UVP Turbolet	12,786/14,550	8,212/8,785	●	●	●	●	●	●	E	Trailing-Arm NLG / Forward protrusions Use Extended Rear Gate.
LET Kunovice	L - 610	31,967	20,326	●	●	●	●	●	●	F	Forward knuckle. Use extended rear gate.
Lockheed	P - 38 "Lightning"	21,600	12,780	●	●	●	●	●	●	B	
Lockheed	Model 10-Electra /20-Lodestar / Ventura	24,000	15,000	●	●	●	●	●	●	I & L	Long Reach adapter required. Capture tailwheel pivoted to acft front.

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				88	88.5	89	89.5	89.5 AL	89.25		
Lockheed	Model 12	8,650	6,090	●	●	●	●	●	●	I or L	Use extended rear gate to clear empennage. Long Reach adapter better.
Lockheed	L749 Constellation / C-29	133,000	73,016		●	●	●	●	●	B	Verify that actual ramp weight is within tug range.
Lockheed	L188 Electra	116,000	57,300	●	●	●	●	●	●	B	
Lockheed / Canadair / Kawasaki	T - 33 / A "Shooting Star"	11,965	8,400	●	●	●	●	●	●	B	
Lockheed	Jetstar 1329 / Jetstar II 1329-25 / C-140	43,750-44,5	24,178-24,9	●	●	●	●	●	●	B	Very long reach to nosewheel restricts to AP88 / AP89 series.
Lockheed	S - 3A / B Viking / US-3A / KS -3A	47,602	24,150	●	●	●	●	●	●	B	
Lockheed - Martin	L382 C -130H-30 Hercules	155,-175,000	76,469-80,242		●	●	●	●		B	Verify ramp weight within AP88.5 tug range. Raise cradle only 2".
Lockheed - Martin	L-100-20 / 30 Hercules Commercial	155,000	74,629/77,905		●	●	●	●	●	B	Verify ramp weight within AP88.5 tug range. Raise cradle only 2".
Lockheed - Martin	L1/285 P3 Orion / CP-140 Aurora-Arcturus	139,760	73,000		●	●	●	●	●	B	Verify ramp weight within AP88.5 tug range. Raise cradle only 2".
Lockheed - Martin / Gen. Dyna.	F - 16 "Fighting Falcon" A/B/C/D	27,185-42,300	18,2-28,200	●	●	●	●	●		B	AP8700 series is capable. Standing head clearance restricted.
Lockheed - Martin	F - 117 "Nighthawk"	52,500	29,500	●	●	●	●	●		B	Long low reach restricts to low profile tug models.
Lockheed / Canadair	T - 33 "Shooting Star"	11,965	8,400	●	●	●	●	●	●	B	
Lockheed / GD / Canadair	F - 86 Sabre	TBD	TBD	●	●	●	●	●	●	B	
Lockheed / GD / Canadair	F - 104 Starfighter	31,000	14,900	●	●	●	●	●	●	B	Long low reach restricts to low profile tug models.
LTV / Chance - Vought	A-7 Corsair / TA-7C	42,000	19,111	●	●	●	●	●	●	B	High belly allows stand-up tugs models.
Luscombe	Phantom	1,725	960	●	●	●	●			L	Long Reach adapter required to clear low belly / rudder.
Luscombe	8A / 8E / 8F Silhouette	1,260/1,400	665/810	●	●	●	●	●	●	I or L	Extended rear gate required to clear rudder. Long Reach adapter better.
Luscombe	11 - A Sedan	1,280	2,280	●	●	●	●	●	●	I or L	Extended rear required to clear rudder.. Long Reach adapter better.
Luscombe	11 - E Spartan 185 / Spartan 210 (Tricycle)	1,400	2,480	●	●	●	●	●	●	B or G	Tricycle gear / Wheel pants, use hold-back arm.
Machen / Piper	Superstar 650/680/700 (Aerostar 600/1/2)	6,315	4,106	●	●	●	●	●	●	B	
Macavia / Cessna	Macavia Turbine 207	4,000	1,088	●	●					G & H	Set 3-bladed prop. Turbine, watch for windmilling.
Marsh / Grumman	TS - 2F Turbo Tracker	29,000	13,840	●	●	●	●	●	●	E	Use extended rear gate. Watch front door on bounce. Raise cradle to clear.
Marsh / Schweizer	G-164 C-T Turbo Cat Agricultural	7,020	3,150	●	●	●	●	●	●	I	Easy reach tailwheel. Place strut strap below strut arm.

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				88	88.5	89	89.5	89.5 AL	89.25		
Martin	Martin 2-0-2	39,900	26,930	●	●	●	●	●	●	B	
Maule Air Inc.	Maule M-4 -180 Jetasen/Astro Rocket	2,300	1,250	●	●	●	●	●	●	I	Extended rear gate required to clear rudder.
Maule Air Inc.	Maule M-4 -210 Rocket	2,300	1,120	●	●	●	●	●	●	I	Extended rear gate required to clear rudder.
Maule Air Inc.	Maule M-4 -220 Strata Rocket	2,300	1,220	●	●	●	●	●	●	I	Extended rear gate required to clear rudder.
Maule Air Inc.	Maule M-5 -180	2,300	1,300	●	●	●	●	●	●	I	Extended rear gate required to clear rudder.
Maule Air Inc.	Maule M-5 -210 Lunar Rocket	2,300	1,350	●	●	●	●	●	●	I	Extended rear gate required to clear rudder.
Maule Air Inc.	Maule M-5 -235	2,300	1,400	●	●	●	●	●	●	I	Extended rear gate required to clear rudder.
Maule Air Inc.	Maule M-6 -235 Super Rocket	2,500	1,450	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Maule Air Inc.	Maule M-7 -180	2,500	1,365	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Maule Air Inc.	Maule M-7 -235	2,500	1,500	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Maule Air Inc.	MX-7 / MXT Star / Super Rocket	2,200-2,750	1,330-1,475	●	●	●	●	●	●	I	Use extended rear gate. On MXT tricycle model use basic capture method B.
McDonnell Douglas*	DC - 3 *see Douglas Acft. for early types	25,200	16,865	●	●	●	●			I & L	Long Reach adapter essential. Capture tailwheel pivoted to acft front.
McDonnell Douglas	A - 4 Skyhawk A / E / D / D2	27,420	10,800	●	●	●	●	●	●	B	High nose clearance.
McDonnell Douglas	F - 4 Phantom II A - S	61,795	31,853	●	●	●	●	●	●	E	Forward torque links above tires but close.High belly allows AP87 series.
McDonnell Douglas	AH - 64 Apache Longbow / Petan	21,22,200	11,3/14,650	●	●	●	●	●	●	I	Strap below tailwheel horizontal strut and above wheel guard.
McDonnell Douglas	F/A - 18 Hornet A - D / E - F	56,000/66,000	23,8/30,564	●	●	●	●	●	●	B	Watch forward launch - arm. When cradle normally raised clears OK..
McDonnell Douglas	F - 15 Eagle A - J	81,000	32,000	●	●	●	●	●	●	B	
McDonnell Douglas	DC - 9 - 20	98,000	52,880	●	●	●	●	●	●	B	Verify ramp weight within AP88 range.Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas	DC - 9 - 30 / C - 9 B	108,-110,000	60,-65,283	●	●	●	●	●	●	B	Verify ramp weight within AP88 range.Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas	DC - 9 - 40	121,000	58,880	●	●	●	●	●	●	B	Verify ramp weight within AP88 range.Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas	DC - 9 - 50	121,000	61,880	●	●	●	●	●	●	B	Verify ramp weight within AP88 range. Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas	MD - 81	140,000	77,888	●	●	●	●	●	●	B	Verify ramp weight within AP88 range.Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.

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				88	88.5	89	89.5	89.5 AL	89.25		
McDonnell Douglas	MD - 88	149,500	77,976	●	●	●	●	●	●	B	Verify ramp weight within AP88 range. Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas / SAIC	MD - 90 - 30 / 30T / - 50 / 55	156,172,500	88,91,900		●	●	●	●	●	B	Verify ramp weight within AP88 range. Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Doug./SAMF/ Boeing	MD - 95 - 30 / Boeing 717	114,000	65,900	●	●	●	●	●	●	B	Verify ramp weight within AP88 range. Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas / SAIC	MD - 82 / 83	149,-160,000	78,-79,686		●	●	●	●	●	B	Verify ramp weight within AP88 range. Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas	MD - 87	149,500	73,-74,880	●	●	●	●	●	●	B	Verify ramp weight within AP88 range. Unable fit front gate due NLG scatter shield. Brake Rider in cockpit and headset voice comm. mandatory.
McDonnell Douglas	DC - 8 61 / 62 / 63 "Stretch"	325-350,000	149-153,749				●	●		B	Verify ramp weight within AP8950 range. Brake Rider mandatory.
McDonnell Douglas / BAe	T - 45 Goshawk	14,081	9,834	●	●	●	●	●	●	B	Launch Arm clearance OK but use caution - Navy Version.
McDonnell Douglas / BAe	Harrier II AV - 8B / GR. MK5	29,750	12,922	●	●	●	●	●	●	E	Long reach to nosegear prohibits AP 8700 series.
Melex USA / PZL	Melex Wilga 80 - 550 STOL	2,866	1,984	●	●	●	●	●	●	I	Easy reach extended tailwheel.
Melex USA / PZL	Melex Turbine Dromader Ag/Fire-fighter	11,684	6,305	●	●	●	●			I & L	Long Reach adapter essential to access tailwheel.
Melex USA / PZL	Melex M - 26 Iskierka	3,086	2,072	●	●	●	●	●	●	B & H	Set 3-bladed prop. (piston).
Messerschmitt	Bf-108 / Me-108 Taifun	3,087	1,887	●	●	●	●			I & L	Long Reach adapter required to access tailwheel.
Messerschmitt / CASA	Bf-109 / Hisopano HA - 1112 fighter	6,090	4,180	●	●	●	●			I & L	Long Reach adapter required to access tailwheel.
Messerschmitt	209 Monsun BO209-150/-160 /S	1,807	1,067	●	●					B or G	Wheel pants on non-retractable model. Watch oleo cover.
Messerschmitt	320 Hansa Executive / Feeder Jet	20,280	11,960	●	●	●	●	●	●	B	Forward wingsweep cancels rear engine weight = holdown not reqd.
Meyers Aircraft	Meyers OTW -125/-145/-160	1,910	1,340	●	●	●	●			L	Long Reach adapter essential to access tailwheel.
Meyers Aircraft	Meyers 200 / Aero Commander 200	3,000	1,940/1,870	●	●	●	●	●	●	B	
Mikoyan	MiG - AT Advanced Jet Trainer	12,037	TBD	●	●	●	●	●	●	B	Front knuckle. Use extended rear gate with cutout to maximize clearance.
Mikoyan	MiG - 15 / bis	TBD	TBD	●	●	●	●	●	●	B	Run strap thru forward bottom links. Side gates recommended.
Mikoyan	MiG - 17 / F	TBD	TBD	●	●	●	●	●	●	B	Run strap thru forward bottom links. Side gates recommended.
Mikoyan	MiG - 21 "Fishbed"	20,725	12,882	●	●	●	●	●	●	B	Run strap around oleo and thru links. AP86 use extended rear gate to clear cone."

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				88	88.5	89	89.5	89.5 AL	89.25		
Mikoyan	MiG - 29 "Fulcrum"	36,375	17,250	●	●	●	●	●	●	B	Pass strut strap on inside of flex hoses and around oleo. Heavy nose.
Mikoyan	MiG - 27 "Flogger" D / J	39,685	26,252	●	●	●	●	●	●	F	Front knuckle and large tire dictates Extended rear gate with cutout.
Mikoyan	MiG - 23 "Flogger" A-K	41,670	22,485	●	●	●	●	●	●	B	Ensure strap run clears nosewheel fender. 87 may not fit if nose low.
Mikoyan	MiG - 25 "Foxbat"	82,500	44,100	●	●	●	●	●	●	B	Long low reach to nosegear restricts to low profile tugs.
Mikoyan	MiG - 31 "Foxhound"	93,700	60,055	●	●	●	●	●	●	B	Verify that actual ramp weight is within tug range w/AP8800.
MIL / PZL Swidnik	Mi - 2 Helicopter	7,826-8,157	5,344	●	●	●	●			L	Long Reach adapter required. Low nose.
MIL	Mi - 24 "Hind" Attack Helicopter	24,250	18,520							X	Long Reach. Too much NLG weight for LR Adapter even at OEW.
MIL	Mi - 17 / Mi - 171 / V "Hip" Helicopter	28,660	15,653		●	●	●	●	●	F	Trailing Arm NLG. Use Extended Rear Gate. Long/Low/Heavy nose.
MIL	Mi - 6 "Hook" Helicopter	93,700	60,055	●	●	●	●	●	●	B	Long low reach. Watch front belly antennae clearance. May prohibit.
MIL	Mi - 26 "Halo" Helicopter	123,450	62,170	●	●	●	●	●	●	B	Long low belly clearance to nose wheel restricts to AP88 AP89 series.
MIL	Mi - 28 "Havoc" Attack Helicopter	25,705	17,846	●	●	●	●	●	●	I or L	Keep tailwheel in taxi position for stab clearance or use Long Reach.
Mitsubishi	MU -2 Solitaire	10,470	7,010	●	●	●	●			K	Solitaire adapter essential to accomodate nosegear door blockage.
Mitsubishi / Cavanaugh	MU -2 Marquise	11,575	7,650	●	●	●	●			L	Use Marquise/Long Reach adapter to accomodate extra long/low reach.
Mitsubishi	Diamond I	14,430	9,300	●	●					C	Use hold down method.
Mitsubishi	Diamond 1A & II	14,630	9,410	●	●					C	Use hold down method.
Mitsubishi	A6M - 5 "Zero"	6,350	TBD	●	●					I	Use extended rear gate for rudder clearance.
Mitsubishi / GD -Lockheed	FS - X / F-16C	48,722	21,000	●	●	●	●	●	●	B	AP8700 series is capable. Standing head clearance restricted.
Monocoupe Corp.	Monocoupe 90A	1,610	1,000	●	●	●	●	●	●	I	Use extended rear gate for rudder clearance.
Motana Coyote Inc.	Montana Coyote	1,850	1,050	●	●	●	●	●	●	I	Easy access tailwheel. Use extended rear gate for max clearance.
Mooney Aircraft	Mite M - 18 / L / C	780	520	●	●	●	●	●	●	B	
Mooney Aircraft / Ercoupe	Mooney Ercoupe A2 - A	1,450	930	●	●	●	●	●	●	B	
Mooney Aircraft	M - 10 Cadet	1,450	950	●	●	●	●	●	●	B	
Mooney Aircraft / Aerostar	Mark 20 (150)	2,450	1,415	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft / Aerostar	Mark 20A/B/C/G Ranger/Statesman (180)	2,575	1,525	●	●	●	●	●	●	B	Place strap around widest section below oleo.

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				88	88.5	89	89.5	89.5 AL	89.25		
Mooney Aircraft / Aerostar	Mark 20E/F Chaparral / Executive (200)	2,575	1,600	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft / Aerostar	Mark 20A/B/C/G Ranger/Statesman (180)	2,575	1,525	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft / Aerostar	Mark 20E/F Chaparral / Executive (200)	2,575	1,600	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft	Mark 20J / Mark 201 (200)	2,740	1,640	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft	Mark 20K / Mark 231 (210)	2,900	1,800	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft	Turbo Mark 231	2,900	1,900	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft	Mark 22 Mustang / Executive (310)	3,680	2,380	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft	Mark 205 MSE /M20M	2,740	1,784	●	●	●	●	●	●	B	Place strap around widest section below oleo.
Mooney Aircraft	TLS (270) / M20R Ovation (280)	3,200	2,012	●	●	●	●	●	●	B & H	Place strap around widest section below oleo. Set 3-bladed prop.
Murphy Aviation	Renegade II / Spirit Bi-plane	850	400	●	●	●	●	●	●	I	Use extended rear gate and secure elevators up with seat belt for max clearance.
Murphy Aviation	Rebel	1,450	725	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Mustang Aeronautics	M - II / Mustang II	1,600	1,050	●	●	●	●	●	●	I or L	Use of extended rear gate essential to clear rudder or use Long Reach adapter.
Nakajima	"Kate" Torpedo Bomber / AT-6 based replica	6,100	TBD	●	●	●	●	●	●	I or L	Use Long Reach adapter on AP8600/8700. Extended rear gate on others.
Nakajima	"Oscar" / "Hayabusa" Type-1 Model-2	5,500	TBD	●	●	●	●			I or L	Use Long Reach adapter on AP8600/8700. Extended rear gate on others.
NAMC	YS-11 / C Transport	56,659	TBD	●	●	●	●	●	●	B	Heavy nose weight ratio.
Nanchang - NAMC / Yakovlev	CJ-6A / YAK 18 A	3,088	2,415	●	●	●	●	●	●	B	When fuelled light on nose wheel. Keep strap tight. Caution pushing.
Nanchang - NAMC	A -5M / K	21,537-26,869	14,833	●	●	●	●	●	●	B	Extra long low nose restricts to AP88 AP89 series models.
NIPPI / NAMC	YS-11 / EA Electronic Tracker	56,659	TBD	●	●	●	●	●	●	B	Heavy nose weight ratio.
North American / Ryan **note>	Navion Rangemaster G /G-1 /H (260 /285)	3,315	1,950	●	●	●	●	●	●	B	** also see "Ryan"
North American / Ryan	Navion NA (185 - 225)	2,750	1,700	●	●	●	●	●	●	B	
North American	AT - 6 / SNJ Texan / Harvard	5,300	4,158	●	●	●	●			I & L	Long Reach adapter required. Capture tailwheel pivoted to acft. front.
North American	T - 28 Trojan / Fennec	6,759/11,500	5,111/6,300	●	●	●	●	●	●	B	
North American	P - 51 / D Mustang	11,600	7,125	●	●	●	●			I & L	Long Reach adapter required. Capture tailwheel pivoted to acft. front.
North American	B - 25 Mitchell	27,000-33,500	21,100	●	●	●	●	●	●	B	
Northrop / Grumman	F - 5 Tiger	18,000	9,500	●	●	●	●	●	●	B	Long low reach restricts to AP88 / AP89 series.

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				88	88.5	89	89.5	89.5 AL	89.25		
Northrop / Grumman	T - 38 Talon	12,050	6,500	●	●	●	●	●	●	B	Run strut strap around oleo, not lower strut.
Northrop / Canadair	F - 5 A/B / CF - 116A/D / NF - 5A/B	20,5/20,677	8,085/8,361	●	●	●	●	●	●	B	Long low reach restricts to AP88 / AP89 series.
Northrop / Grumman	F - 5 E / F Tiger II	25,152	10,576	●	●	●	●	●	●	B	Long low reach restricts to AP88 / AP89 series.
Northwest Indust./Aeronautica	Ranger / Conestoga	4,700	2,848	●	●	●	●	●	●	B or I	On tail-dragger version use extended rear gate to clear rudder.
PAC / AMF - Pakistan	Mushshak (Proficient) Training/Obs.	1,984-2,205	1,424	●	●	●	●	●	●	B	
PAC / AMF - Pakistan	Shahbaz (Falcon) Training/Obs.	2,227-2,888	1,675	●	●	●	●	●	●	B	
PacificAerospace-NewZealand	PAC Airtrainer CT4 B/C/E	2,650/2,600	1,750	●	●	●	●	●	●	B	
PacificAerospace-NewZealand	PAC Fletcher FU24 -954 Agricultural	5,430	2,620	●	●	●	●	●	●	B & H	Set 3-bladed prop. (piston)
PacificAerospace-NewZealand	PAC Cresco 08 -600 / -750 Ag.	6,450/8,250	2,950	●	●	●	●	●	●	B & H	Set 3-bladed prop. Turbo / Watch for windmilling.
PacificAerospace-NewZealand	PAC 750XL	7,500	3,100	●	●	●	●	●	●	B & H	Set 3-bladed prop. Turbo / Watch for windmilling.
Panavia	Toronado ADV / F.MK2 /ECR	60,000	31,970	●	●	●	●			F	Long low reach to nosegear. Restricted to low profile tug model.
Panavia	Toronado IDS / GR . MK 1/4	60,000	31,065	●	●	●	●			F	Long low reach to nosegear. Restricted to low profile tug model.
Partenavia / Taneja	P 68C / P68TC / P68 Observer 2	4,386-4,594	2,866	●	●	●	●	●	●	G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Partenavia / Taneja	AP 68 TP - 600 Viator / Spartacus	6,614	3,704	●	●					B	Long / low nose.precludes AP8400. Other models OK.
Pazmany	PL-2 Light Lowing Kit	1,600	974	●	●	●	●	●	●	B	
Piaggio	Avanti P- 180 / GP - 180 Corporate	9,800	6,200	●	●					F	Canard wings/low belly. Use Extended Rear Gate for best buffer.
Piaggio	P.166 - DL3SEM Utility Multi-role	9,480	5,926	●	●					B or L	If chin-mounted radar equipped, use Long Reach adapter.
Piaggio / Douglas	PD.808 Vespa-Jet Light Transport/ ECM	18,000	10,650	●	●	●	●			C	Light on nose. Use hold-down adapter, side guides / chine protectors.
Pilatus / Fairchild Hiller	PC - 6 Turbo -Porter STOL / UV - 20 A	4,850-6,100	2,601-2,685	●	●	●	●	●	●	I	Good clearance provided by extended tailwheel.
Pilatus	PC - 7 / PC - 7 MK II	4,960/7,055	3,680	●	●	●	●	●	●	F & H	Set 4 props. Use Extended Rear Gate with 10.5" Fill Plate. Raise cradle.
Pilatus /Beechcraft -Raytheon	PC - 9 / PC - 9 MK II	4,960	3,715	●	●	●	●	●	●	F & H	Set 4 props. Use ExtendedRearGate with 10.5" Fill Plate. Raise cradle
Pilatus	PC - 12 Transport /F - Freightier / Eagle-recon	8,818	5,261/4,814	●	●	●	●	●	●	F & H	Set 4 props. Use ExtendedRearGate with 10.5" Fill Plate. Raise cradle
Pilatus	PC - 12 (5 Blade Prop)	8,818	5,261/4,814							L	Long Reach Adapter Required
Pilatus	PC - 24	17,650	13,450	●	●					Pending	Pending

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Pilatus / Britten - Norman	BN2A/B Islander	6,600	4,114-4,244	●	●	●	●			B	Use of Lear/Citation hold-down attachment recommended. Acrft. can be nose light.
Pilatus / Britten - Norman	BN2T Turbine Islander	7,000	4,040	●	●	●	●			B	Use of Lear/Citation hold-down attachment recommended. Acrft. can be nose light.
Pilatus / Britten - Norman / IAC	BN2A MK III Trilander / Tri-Commatair	10,000	6,100	●	●	●	●			B	
Pilatus / Britton - Norman	Defender 4000 BN2T - 4S	8,500	5,200	●	●	●	●			B	Only MSSA version w/ oversize radome requires towbar/ PintleHook.
Piper Aircraft	Cub J - 3 / J - 4 / J - 5 PA - 12	1,200-1,450	680-830	●	●	●	●	●	●	I or L	Use small rear gate to clear rudder. Set elevators up with seat belt.
Piper Aircraft	Vagabond PA - 15 / PA - 17	1,100	620	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Piper Aircraft	Clipper PA - 16	1,500	800	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Piper Aircraft	Super Cub PA - 18 -150	1,750	1,062	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Piper Aircraft	Pacer PA - 20 -115/125/135	1,950	1,010	●	●	●	●	●	●	I	Use extended rear gate to clear rudder.
Piper Aircraft	Tri-Pacer PA - 22 -125/135/150/160	1,950-2,000	1,110-1,040	●	●	●	●	●	●	B or G	
Piper Aircraft	Caribbean PA - 22 -150	2,000	1,104	●	●	●	●	●	●	B or G	
Piper Aircraft	Colt PA - 22 -108	1,650	940	●	●	●	●	●	●	B or G	
Piper Aircraft	Apache PA - 23 -150/160	3,800	2,280	●	●	●	●	●	●	B	
Piper Aircraft	Apache PA - 23 -235	4,800	2,735	●	●	●	●	●	●	B	
Piper Aircraft	Aztec PA - 23 -250/-250 T	5,200	3,183/3,322	●	●	●	●	●	●	B	
Piper Aircraft	Comanche PA - 24 -180/250/260	2,550-3,100	1,475-1,728	●	●	●	●	●	●	B	
Piper Aircraft	Comanche PA - 24 -400	3,600	2,110	●	●	●	●	●	●	B	
Piper Aircraft	Brave /Pawnee PA - 25 -150/235/260	4,400/2,900	2,225/1,479	●	●	●	●	●	●	I or L	Ag. truck . Use extended rear gate or Long Reach adapter to clear tail.
Piper Aircraft	Cadet PA - 28 -161	1,600	1,100	●	●	●	●	●	●	B	
Piper Aircraft / Aero Boero	Tomahawk PA - 28 / PA - 38	1,670	1,175	●	●	●	●	●	●	B or G	
Piper Aircraft	Cherokee/ Cruiser PA - 28 -140/150	1,950	1,180	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft	Cherokee Warrior II PA - 28	2,440	1,348	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft	Warrior III PA - 28 - 161	2,440	11,533	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft / EMB Neiro	Cherokee Archer II /Challenger PA - 28	2,550	1,413	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft	Archer III PA - 28 -181	2,550	1,689	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft	Arrow PA - 28R -201	2,750	1,612	●	●	●	●	●	●	B	

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				88	88.5	89	89.5	89.5 AL	89.25		
Piper Aircraft / EMB Neiro	Arrow II/III PA - 28 R/RT -180/200/201/T	2,750	1,612	●	●	●	●	●	●	B	
Piper Aircraft / EMB Neiro	Turbo Arrow IV PA - 28 RT -201T/ Corisco	2,900	1,667	●	●	●	●	●	●	B	
Piper Aircraft	Pathfinder PA - 28 -235	3,000	1,565	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft	Dakota PA - 28 -236	3,000	1,610	●	●	●	●	●	●	B or G	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Piper Aircraft	Turbo Dakota PA - 28 -201T	3,150	1,660	●	●	●	●	●	●	B or G	
Piper Aircraft	Twin Comanche PA - 30 / 39 -160	3,725	2,210	●	●	●	●	●	●	B	
Piper Aircraft / EMB Neiro	Navajo C/CR PA - 31/31P -300/310	6,500/7,800	3,991/4,842	●	●	●	●	●	●	B	
Piper Aircraft	Chieftan PA - 31 -350/T -1020 /T -1023	7,000	4,450	●	●	●	●	●	●	B	
Piper Aircraft	Mojave PA - 31P -350	7,200	5,070	●	●	●	●	●	●	B	
Piper Aircraft	Cheyenne I and II PA - 31 T/T2	9,000/9,474	5,110	●	●	●	●	●	●	B	
Piper Aircraft	Cherokee Six PA - 32 -260/300	3,400	1,779/1,846	●	●	●	●	●	●	B or G	
Piper Aircraft / EMB Neiro	Lance II / Saratoga II /TC PA - 32 -300/301/ R/T	3,600	2,011/2,464	●	●	●	●	●	●	B or G & H	Strap around oleo and both sides of lower scissor below apex bolt. *
Piper /EMB Neiro/PZL Mielec	Seneca II PA - 34 -200/220/T	4,570/4,750	2,841/3,004	●	●					B	* Set 3-bladed prop. if applicable.
Piper Aircraft	Pocono PA - 35	9,500	4,900	●	●	●	●	●	●	B	
Piper Aircraft	Brave PA - 36 -285/300/375/400 / AG	3,900-4,800	2,544	●	●	●	●	●	●	I or L	
Piper Aircraft	Cheyenne I PA - 42	8,700	4,900	●	●	●	●	●	●	B	
Piper Aircraft	Cheyenne II PA - 42	9,000	4,976	●	●	●	●	●	●	B	
Piper Aircraft	Cheyenne III PA - 42	10,500	5,621	●	●	●	●	●	●	B	
Piper Aircraft	Cheyenne III (1980) / IIIA PA - 42	11,000/11,200	6,240/6,837	●	●	●	●	●	●	B	
Piper Aircraft	Cheyenne 400 LS PA - 42	11,950	7,759	●	●	●	●	●	●	B	
Piper Aircraft	Saratoga II HP PA - 32R -301	3,600	2,396	●	●	●	●	●	●	B	
Piper Aircraft	Saratoga II TC PA - 32R -301T	3,600	2,465	●	●	●	●	●	●	B	
Piper Aircraft	Seminole PA - 44 -180	3,800	2,603	●	●	●	●	●	●	B	
Piper Aircraft	Malibu PA - 46 - 10 P (also see Meridian)	4,100	2,350	●	●					B	
Piper Aircraft	Malibu - Mirage PA - 46 -350 P / Matrix	4,300	2,790	●	●					B	
Piper Aircraft	Mirage PA - 46 -350 P	4,340	3,120	●	●					B	
Piper Aircraft	Seneca V PA - 34 -220T	4,750	3,413	●	●					B	

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				88	88.5	89	89.5	89.5 AL	89.25		
Piper Aircraft	Meridian PA - 46 -500 TP / JetProp DLX / DX	4,850	3,394	●	●	●	●			B or L	AP83/84 too short. Long Reach needed for AP88/ AP89 series.
Piper Aircraft	Aerostar PA - 60 -600/ 601/ 602/P	5,500-6,000	3,735-4,125	●	●					B	
Piper Aircraft	Aerostar PA - 60 -700 / P	6,315	4,275	●	●					B	
Piper Aircraft	T - 1040 Turbo Commuter	9,000	4,800	●	●					B	
Promavia SA	Promavia Jet Squalus F1300 Trainer	5,291	2,866	●	●	●	●	●	●	B	
PZL Mielec - Poland	I-22 / M-92 / M-93 Iryda Support	15,212-16,755	10,0-10,450	●	●					E	Very protruding low trailing arm knuckle. Use extended rear gate.
PZL Mielec / Antonov	M - 27 Skytruck PT / An - 28	14,330	8,598	●	●	●	●			E	Trailing arm nose gear. Use extended rear gate to clear knuckle.
PZL Mielec / Antonov	An - 2 Antek Transport Biplane	12,125	7,605	●	●	●	●			I & L	Long Reach adapter required. Capture tailwheel pivoted to acft. front.
PZL Mielec / Piper	M - 20 Mewa /Seneca II PA-34-200T	4,563	2,910	●	●					B	
PZL Mielec - Poland / Melex	M - 18 Dromader Ag/Firefighter	9,259-11,684	6,063-6,305	●	●	●	●			I & L	Long Reach adapter required. Capture tailwheel pivoted to acft. front.
PZL Mielec - Poland / Melex	M - 26 Iskierka (Little Spark)	3,086	2,072	●	●					B & H	Set 3-bladed prop. (piston).
PZL Swidnik / MIL	Mi - 2 Helicopter	7,826-8,157	5,344	●	●	●	●			L	Long Reach adapter required. Low nose.
PZL Warszawa -Okęcie /Melex	PZL - 104 Wilga 80 STOL	2,866	1,984	●	●	●	●			I	Easy reach extended tailwheel.
PZL Warszawa - Okęcie	PZL - 105L "Flaming" General Light	4,078	2,535	●	●	●	●			I or L	Extended fuselage taper reqs Long Reach adapter only if sitting low.
PZL Warszawa - Okęcie	PZL - 106B "Kruk" Agricultural	6,614-7,716	3,946/4,585	●	●	●	●	●	●	I	Easy reach extended tailwheel.
PZL Warszawa - Okęcie	PZL - 106BT "Turbo Kruk" Ag.	7,716	3,704	●	●	●	●	●	●	I	Easy reach extended tailwheel.
PZL Warszawa-Okęcie/Socata	PZL - 110 "Koliber" 150 / Socata Rallye	1,874	1,208	●	●	●	●	●	●	B	Front knuckle clears OK.
PZL Warszawa - Okęcie	PZL - 111 "Koliber"	2,535	1,433	●	●	●	●	●	●	B	Front knuckle clears OK.
PZL Warszawa - Okęcie	PZL - 126P "Mrowka"	1,267	800	●	●	●	●	●	●	B	Front knuckle clears OK. Run strap high to clear fender.
PZL Warszawa - Okęcie	PZL - 130T Turbo - Orlick	4,409-5,952	2,866-3,527	●	●					B	Watch fender. Position sidegates with caution if used.
Questair Inc.	Questair Spirit Sportplane	1,700	1,025	●	●	●	●	●	●	E	AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
RAM Aircraft Corp./ Cessna	RAM 421-C / 421-CW Conversion	7,560	4,800	●	●	●	●	●	●	B	Ensure strut strap on oleo, not around lower strut Cam plate.
RAM Aircraft Corp.	RAM 340 4 / 6 Conversion	5,990	3,966/4,286	●	●					B	
Raytheon Aircraft	Premier I	12,500	8,300	●	●					C	Use Holddown and side gates with chine protec- tors.
Raytheon Aircraft	Hawker 800XP	27,400	16,000	●	●	●	●			B or F	If with counter-weight protrusion, use extended rear gate, cut-out removed.

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Raytheon Aircraft	Hawker Horizon / 4000	37,500	21,555	●	●	●	●			B	
Rearwin Aircraft	Skyranger 185	1,450	910	●	●	●	●			I	Use extended rear gate for added rudder clearance.
Reims / Cessna	F 406 Caravan II	9,360	4,961	●	●	●	●	●	●	B	Set 3-bladed prop. Watch for windmilling.
Republic / Seabee	Seabee RC-3 Amphib	3,000	2,950	●	●					L	Use Long Reach adapter to clear rudder.
Republic	P - 47G "Thunderbol	12,500-13,360	9,900	●	●					B	
RFB Rhein-Flugzeugbau	RFB MFI - 10C Vipan / Phonix	2,583	1,433	●	●					I	Easy access tailwheel due extended strut.
Rockwell	OV - 10 Bronco LARA	14,444	6,893	●	●	●	●	●	●	F or L	Use extended rear gate. Nose probe on some versions may require LR adapter.
Rockwell Commander **>	Lark / Darter	2,250	1,280	●	●	●	●	●	●	G	** also see "Aero, Gulfstream or Twin Commander". AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Rockwell Commander	Thrush 600 / 800 Agricultural	6,000	3,700/4,100	●	●	●	●	●	●	I	Use extended rear gate to clear empennage.
Rockwell Commander **see note	Shrike 500S/ Shrike Commander 500U	6,750	4,635	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Rockwell Commander	Rockwell Commander 681 Hawk	9,400	5,647/5,783	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Rockwell Commander	Rockwell Commander 685	9,000	6,021	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Rockwell Commander	Rockwell Commander Jetprop 690 / A/B/C	10,250	6,195	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Rockwell Commander	Rockwell Commander Jetprop 840 / 980	10,325	6,195/6,702	●	●	●	●			C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Rockwell Commander	Rockwell Commander 700	6,947	4,704	●	●					C.1 or C.2	Nose light. Use Holddown adapter and side-gates.
Rockwell Commander/Glfstrm	Rockwell Commander 112 / 112TC	2,800/2,950	1,173/1,834	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Rockwell Commander/Glfstrm	Rockwell Commander 114	3,140-3,260	1,790-2,070	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Rockwell Commander/Glfstrm	Rockwell Commander Alpine	2,950	2,035	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Rockwell Commander/Glfstrm	Rockwell Commander Gran Turismo	3,272	2,070	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Rockwell / DASA	X -31A EFM	15,935	11,410	●	●	●	●	●	●	B	
Rockwell / Fuji	Rockwell / Fuji 700	6,947	4,704	●	●	●	●	●	●	B	
Rockwell / Sabreliner	Sabreliner 40 / T - 39	20,172	11,250	●	●	●	●	●	●	M	Install Sabreliner steer by-pass adapter. Watch counter-weight.
Rockwell / Sabreliner	Sabreliner 60 / 75	21,000	13,000	●	●	●	●	●	●	M	Install Sabreliner steer by-pass adapter. Watch counter-weight.
Rockwell / Sabreliner	Sabreliner 75 A	23,000	13,200	●	●	●	●	●	●	M	Install Sabreliner steer by-pass adapter. Watch counter-weight.
Rockwell / Sabreliner	Sabreliner 65 **also see "Sabreliner"	24,000	14,154	●	●	●	●	●	●	M	Install Sabreliner steer by-pass adapter. Watch counter-weight.

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				88	88.5	89	89.5	89.5 AL	89.25		
Roose/American Eagle-Lincoln	Eaglet	922/1050	509/638	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance. LongReach adapter better.
Romaero	Rombac 1 -11	104,500	55,704	●	●	●	●	●	●	B	Verify actual ramp weight if AP8750A / 8800 models.
RTAF - DAE Thailand	RTAF - 5 Forward Air Control	4,600	3,628	●	●	●	●	●	●	B	
Ruscmeyer Luftfahrttechnik	Ruscmeter R 90-230 RG	2,976	1,980	●	●	●	●	●	●	B & H	Set 4-bladed prop.
Ruscmeyer Luftfahrttechnik	Ruscmeter R 90-420 AT Prototype	3,500	TBD	●	●	●	●	●	●	L & H	Set 5-bladed prop. LongReach adapter reqrd due long nose / low prop.
Ryan /North American **	Navion	2,750	1,782	●	●	●	●	●	●	B	** also see "North American"
Ryan /North American/Camair	Twin Navion	4,500	3,000	●	●	●	●	●	●	B	
SAAB - Scania	SK 60 / SAAB 105 Trainer / Recon	10,714-14,330	6,757	●	●					B	Fender clears OK. Recon version radome prohibits AP84 / 86.
SAAB - Scania	J 35J / J 35A-F Draken Attack / Recon	33,070-35,275	TBD	●	●	●	●	●	●	F	Fender dictates extended rear gate. Belly or radom clearance prohibits AP87.
SAAB - Scania	JA - 37 Viggen Interceptor	37,478	TBD	●	●	●	●	●	●	B	Long low reach to nosegear restricted to AP88/ AP89 series.
SAAB - Scania / IG JAS	JAS - 39 Gripen Attack / Recon	18,740	14,600	●	●	●	●	●	●	F	Front torque links, use large rear gate with cutout. Long low reach.
SAAB - Scania / Fairchild	340 A	28,000	17,415	●	●	●	●	●	●	B	
SAAB - Scania	340 B / 340 B Plus / AEW-C	29,000	17,945	●	●	●	●	●	●	B	
SAAB - Scania	2000 Regional Jetprop	48,500	29,762	●	●	●	●	●	●	B	
Sabreliner Corporation	Sabreliner 80 / 75 A **also see "Rockwell"	23,000	13,200	●	●	●	●	●	●	M	Install Sabreliner steer by-pass adapter. Watch counter-weight.
Sabreliner Corporation	Sabreliner 65	24,000	14,154	●	●	●	●	●	●	M	Install Sabreliner steer by-pass adapter. Watch counter-weight.
SAC / Shenyang	J - 8 Fighter	41,890	26,455	●	●	●	●	●	●	B	High nose allows AP8700 series access.
SAC / Shaanxi	Y7 / Y7 - 100 / Y7 - 200A /B Regional	48,060	31,3-32,849	●	●	●	●	●	●	B	
Sadler	A-22 Lasa /A-22J Fanjet Surveillance	2,150/2,800	850/1,200	●	●	●	●	●	●	B	Use extended rear gate for added knuckle clearance.
Schafer /AMI	Douglas DC-3-65TP Cargomaster Turbo	26,900	15,800	●	●	●	●			I & L	Long Reach adapter essential. Capture tailwheel pivoted to acft front.
Schweizer	SA2-37A / RG-8A Interdiction	3,500	2,025	●	●	●	●	●	●	I	Easy access tailwheel.
Schweizer	SA2-38A Surveillance / Interdiction	3,500	2,025	●	●					B	
Schweizer / Marsh	AG -Cat Super B 600 / 450B	7,020	3,650/3,325	●	●					I	Easy access tailwheel. Place strut strap below strut arm.
Schweizer / Ethiopian Airlines	AG -Cat Super B Turbine / Eshet	7,020	3,150	●	●					I	Easy access tailwheel. Place strut strap below strut arm.
Schweizer/Grumman	G-164 Ag-Cat	4,200	2,600	●	●					I	Easy access tailwheel. Place strut strap below strut arm.

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				88	88.5	89	89.5	89.5 AL	89.25		
Seabird Aviation - Australia	SB7L - 360A Seeker	2,039	1,301	●	●	●	●	●	●	I	Easy access tailwheel. Use extended rear gate to clear outboard tail fins.
Sepecat / Dassault - BAe	Jaguar Strike	34,612	15,432	●	●	●	●	●	●	E	Long low reach to nose gear restricts to AP88/89 series. Forward knuckle.
Sequoia	300 Sequoia Aerobatic / Utility	2,400/2,800	1,800	●	●	●	●	●	●	B	Ensure strut strap run is clear of door structure.
Sequoia / General Avia	F.8L Sequoia Falco	1,880	1,212	●	●	●	●	●	●	B	Ensure strut strap run is clear of door structure
Shinmaywa - Japan	US - 1A / SS-2A SAR/Fire Amphib	99,200(land)	51,367	●	●	●	●	●	●	F	Front torque links. Use extended Rear Gate w/ cutout. Low belly clearance.
Shorts	SC.7 Skyvan 3 / 3M / 3M-200	12,500-15,000	7,344-8,307	●	●	●	●	●	●	B	
Shorts - Bombardier	330 - 200 / 330 - UTT / Sherpa C-23A	22,900	14,727	●	●	●	●	●	●	F	Long nose / trailing arm. Extended Rear Gate +Fill Plate, in outer slot mandatory.
Shorts - Bombardier	360 / - 300 Regional Airliner	26,100-27,100	16,900-17,350	●	●	●	●	●	●	F	Long nose / trailing arm. Extended Rear Gate +Fill Plate, in outer slot mandatory.
SIAl - Marchetti / Waco	S.205 / S.202 / Waco Vela S.220 / S.208	2,755-3,306	1,630-1,785	●	●	●	●	●	●	B	
SIAl - Marchetti / Southwest	PN 333 Riviera Amphib	3,270	2,300	●	●	●	●	●	●	B	
SIAl - Marchetti	SF -260 / TP / W / M	2,646/2,866	1,717/1,664	●	●	●	●	●	●	B & H	On Turbine version, set 3-bladed prop.
SIAl - Marchetti / Agusta	Agusta S.211A Light Attack	7,716	4,453	●	●	●	●	●	●	B	
Sikorsky Helicopter	S - 58 Choctaw / H34	13,000	8,500	●	●	●	●	●	●	I & L	Use Long Reach adapter due low clearance to dual tailwheel.
Sikorsky Helicopter	S - 61 / SH - 3 / CH -124 A/B Sea King	20,500	15,400	●	●	●	●	●	●	I	Low tail boom leaves no headroom on standup tug models.
Sikorsky Helicopter	S - 62 Skycrane	37,000	25,000	●	●	●	●	●	●	B	
Sikorsky Helicopter	S - 65A/C / CH-53A/D Sea/Stallion	35,-38,238	22,4-23,569	●	●	●	●	●	●	B	Wide tire track > 8600. Refuel boom on some = 8800/50 only.
Sikorsky Helicopter	S - 70 C Blackhawk / (Seahawk - no go)	20,250	10,158	●	●	●	●			I or L	Use Alum Long Reach w/ sidegates on AP87/AP87.5. On AP88/AP89 series use reargate furthest out. Seahawk tailwheel not accessible.
Sikorsky Helicopter	S - 70/A /UH-60A BlackHawk /HH-60	20,-22,000	10,6-12,642	●	●	●	●			I or L	Use Alum Long Reach w/ sidegates on AP87/AP87.5. On AP88/AP89 series use reargate furthest out. Seahawk tailwheel not accessible.
Sikorsky Helicopter	AUH - 76	10,300	5,610-6,680	●	●	●	●			L	Must use Long Reach adapter due low clearance nosewheel.
Sikorsky Helicopter	S - 76 / S - 76 A / S - 76 Mark II	10,300	5,600	●	●	●	●			L	Must use Long Reach adapter due low clearance nosewheel.
Sikorsky Helicopter	S - 76 B / H - 76 Eagle / S - 76 C	11,700/11,400	6,641-6,282	●	●	●	●			L	Must use Long Reach adapter due low clearance nosewheel.
Sikorsky Helicopter	S - 92 (Note: Towable only with stretched CX)	26,500	17,600							B	AP8650CX AP8750CX models only. NLG weight too high for Long Reach.
Sino Swearingen	SJ30-2	13,600	8,000	●	●	●	●	●	●	B	Twin nosewheels.

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				88	88.5	89	89.5	89.5 AL	89.25		
Sivel	SD 27	730	380	●	●	●	●	●	●	E	Trailing nose wheel. Strut strap at bottom of strut arm.
Skyfox Aviation - Hedaro	Skyfox CA - 22 / 25 Light Trainer	992/1,146	604/661	●	●	●	●	●	●	I	Use extended rear gate to maximize rudder clearance.
Skyfox Aviation	Kitfox IV	1,200	475	●	●					I	Use extended rear gate to maximize rudder clearance.
Slingsby	T - 67 Firefly B/C/C2/C3/M Mk II Trainer	2,150	1,510	●	●					B	
Slingsby	T - 67M 200 Firefly	2,250	1,543	●	●					B	
Slingsby	T - 67M 260 / T 3 A Firefly	2,525	1,780	●	●					B & H	Set 3 - bladed prop.
SME - Malaysia	MD3 - 160	1,940-2,337	1,455	●	●					G	Place hold-back arm below strut strap due slope-back strut.
Socata / PZL Mielec	TB-9 Tampico "Club" / TB-10 Tobago	2,3/2,530	1,4-1,477	●	●	●	●	●	●	B or G	Place strut strap carefully above wheel pant if so equipped. AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Socata	TB-200 Tobago XL	2,700	1,500	●	●	●	●	●	●	B or G	Place strut strap carefully above wheel pant if so equipped. AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Socata	TB-20 / 21 Trinidad	2,943/3,086	1,7-1,819	●	●	●	●	●	●	B or G	Place strut strap carefully above wheel pant if so equipped. AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Socata	TB-30 Epsilon Piston Trainer	2,755	2,055	●	●	●	●	●	●	E	Forward knuckle. Use rear gate. 2-bladed prop.
Socata	TB-21 TC Trinidad	3,200	1,870	●	●	●	●	●	●	B	High front torque links clear OK. 2-bladed prop.
Socata / Grumman American	Tangara / Cougar GA-7 Light Twin	3,800	2,588	●	●					B	
Socata / TBM	TBM 700	6,595	4,025	●	●	●	●	●	●	B	Set 4-blade prop for clearance. Carry with cradle high. Long Reach adapter required for AP88/ AP89.
Socata / TBM	TBM 850	6,595	4,025	●	●	●	●	●	●	B	Set 4-blade prop for clearance. Carry with cradle high. Long Reach adapter required for AP88/ AP89.
Socata / TBM	TBM 900	7,394	4,629	●	●	●	●	●	●	B	5 bladed prop requires use of Longreach Adapter. Long Reach adapter required for AP88/AP89.
Socata / Waco	Rallye - Minerva 150-ST / 180GT	1,920/2,315	1,170/1,260	●	●	●	●	●	●	B or G	
Socata / Waco	Rallye - Minerva 220	2,500	1,450	●	●	●	●	●	●	B or G	
Socata / Waco	Rallye - Minerva 235 /E	2,640	1,525	●	●	●	●	●	●	B or G	
Soko	J-1 / RJ-1 Jastreb	11,243	6,217	●	●	●	●	●	●	B	High forward knuckle clears OK.
Soko	G-2A Galeb	7,438-9,480	5,775	●	●	●	●	●	●	B	High forward knuckle clears OK.
Soko	G-4 Super Galeb Ground Attack	14,110	7,573	●	●	●	●	●	●	B	
Soko - Avioane	Soko J -22 Orao / Avioane IAR-93	20,994-24,427	12,1-13,558	●	●	●	●	●	●	E	

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				88	88.5	89	89.5	89.5 AL	89.25		
Spencer Amphibian	Spencer S-12-E / D	3,200	2,190	●	●	●	●	●	●	B	
Stearman / Boeing	"Kaydet" PT -13/-17/18/-27 / N2S	2,717	1,936	●	●	●	●			I & L	Long Reach adapter required to access tailwheel.
Stinson	10A Voyager	1,625	948	●	●	●	●			I	Long Reach adapter required for AP88/AP89.
Stinson	108 - 1 (150) Voyager	2,230	1,206	●	●	●	●	●	●	I	Easy reach tailwheel.
Stinson	108 - 2 / 3 Voyager / Station Wagon (165)	2,400	1,300	●	●	●	●	●	●	I	Easy reach tailwheel.
Stoddard - Hamilton	Glasair II-S / Glasair I	2,000-2,100	1,200-1,325	●	●	●	●			B or L	On taildragger version use Long Reach adapter.
Stoddard - Hamilton	Glasair III / Glasair II	2,400	1,550	●	●	●	●			B	
Sukhoi	SU - 31 T/U Aerobatic	2,134	1,482	●	●	●	●			I & L	Low reach to tailwheel. Use Long Reach adapter.
Sukhoi	SU - 29 LL Aerobatic	2,655	1,698	●	●	●	●			I & L	Low reach to tailwheel. Use Long Reach adapter
Sukhoi	SU - 32	99,208	48,502	●	●	●	●	●	●	B	
Sukhoi	SU - 38 Agricultural	3,637	2,139	●	●	●	●	●	●	I	Easy reach tailwheel.
Sukhoi	SU - 54 Advanced Trainer / Combat	20,745	10,560	●	●	●	●	●	●	E	Front knuckle. Use extended rear gate. Long nose restricts to AP88/ AP89.
Sukhoi	SU - 7B "Fitter - A"	29,750	19,000	●	●	●	●	●	●	B	Long nose restricts to AP88 and AP89 models.
Sukhoi	SU - 15 "Flagon"	35,275	TBD	●	●	●	●	●	●	F	Front knuckle. Use extended rear gate. Long nose restricts to AP88/89.
Sukhoi	SU - 25 "Frogfoot" / SU - 28	38,800	20,950	●	●	●	●	●	●	B	High front knuckle clears well. Long nose restricts to AP88/89.
Sukhoi	SU - 17 / 20 / 22 "Fitter"	39,050/41,887	22,23,737	●	●	●	●	●	●	B	Long low reach restricts to AP88 and AP89 models.
Sukhoi	SU - 39 Antitank	42,990	TBD	●	●	●	●	●	●	B	Watch fender supports. Long low reach. Reach restricts to AP88/89.
Sukhoi	SU - 27 "Flanker"/SU - 33 "Flanker D"	63,67,240	TBD	●	●	●	●	●	●	B	Run strut strap to oleo thru lower torque-link. Watch fender. "
Sukhoi	SU - 30	72,750	TBD	●	●	●	●	●	●	B	Run strut strap to oleo thru lower torque-link. Watch fender. "
Sukhoi	SU - 24 "Fencer"	87,520	41,885	●	●	●	●	●	●	B	Long reach restricts to AP88 and AP89 models.
Sukhoi	SU - 34 Bomber	97,800	TBD	●	●	●	●	●	●	F	Forward low knuckle. Use extended rear gate with cutout up.
Sukhoi	SU - 35	98,000	TBD	●	●	●	●	●	●	B	Caution, wire run near oleo. Pass strap on inside of wire.
Summit / Cessna	Sentry O2 -337	5,200	3,160	●	●	●	●	●	●	B	
Supermarine	Spitfire I	5,332	TBD	●	●	●	●			I & L	Long Reach adapter required to clear rudder.
Swearingen / Beechcraft	Taurus 90 / A90 / B90 / C90 / E90	9,650-10,100	5,772-6,675	●	●	●	●	●	●	B	
Swearingen / Sino Swearingen	SJ30	13,600	8,000	●	●	●	●	●	●	B	Twin nosewheels.
Swearingen / Fairchild *	Merlin IV *see "Fairchild" for Merlin/ Metros	12,500	7,900	●	●	●	●	●	●	B	

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Swearingen / Fairchild	Merlin III	13,230	8,200	●	●	●	●	●	●	B	
Taylorcraft	Twosome BC-12D / Ranch Wagon	1,200/1,150	730/670	●	●	●	●			I & L	Long reach adapter required to clear rudder.
Taylorcraft	Classic F-21 / F-21A / F-21B / F-22	1,500	990-1,040	●	●	●	●			I & L	Long reach adapter required to clear rudder.
Taylorcraft	Sportsman F-19	1,500	900	●	●	●	●			I & L	Long reach adapter required to clear rudder.
Taylorcraft	15 / 20	2,200	1,275	●	●	●	●			I & L	Long reach adapter required to clear rudder.
Taylorcraft	Tandem Trainer DC-65	1,500	990	●	●	●	●			I & L	Long reach adapter required to clear rudder.
Tecnam - Italy	Tecnam P92 Echo Trainer / Club	992	573	●	●	●	●			E & H	Front knuckle. Use rear gate. Set 3 - bladed prop.
Tempco / Globe	Swift	1,710	1,139	●	●	●	●			I & L	Must use Long Reach adapter to access tailwheel.
Tempco	Bukeroo	1,975	1,350	●	●	●	●			I & L	Must use Long Reach adapter to access tailwheel.
Thurston Aeromarine	Thurston TA16 Seafire	3,200	1,950	●	●	●	●			B	Nose light. Use Lear/ Citation hold down adapter.
Thurston Aeromarine	Thurston TA19 Seamaster	8,600	4,860	●	●	●	●			B	Nose light. Use Lear/ Citation hold down adapter.
Thurston /Canadian Amphib.	Thurston TSC-1A3 Teal III	2,300	1,500	●	●	●	●			B	Nose light. Use Lear/ Citation hold down adapter.
TLM Aerospace	Cheetah AA1 * also see American / Gulfstream	2,200	1,180							G	Place hold back bar below strut strap to prevent slide up.
TLM Aertospace	Tiger AA5	2,400	1,311							G	Place hold back bar below strut strap to prevent slide up.
Tornado	F 2A Tiarra Trainer	TBD	TBD	●	●	●	●	●	●	F	Low reach restrict to low profile. Front torque-links dictate extended rear gate.
Transall	C - 160 Tanker / Transport	112,435	63,935	●	●	●	●	●	●	B	Verify ramp weight within AP8800 tug range.
Transavia - Australia	PL - 12 Airtruk / Skyfarmer	4,244	2,242	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Trans - Regional	Catpass 250	12,500	8,000	●	●	●	●	●	●	B	
Trident - Canada	Trigull 320 Amphib	3,800	2,500	●	●	●	●	●	●	B	Nosewheel access easy due designed as forward fender.
Tupolev	Tu-34	4,118	TBD	●	●	●	●	●	●	B	
Twin Commander *see "Aero"	Commander Jetprop 1200	11,750	7,475	●	●	●	●			C.1 or C.2	Nose light. Use Nose light. Use Lear/ Citation hold down adapter. Holddown adapter and side-gates.
Univair	Univair Stinson 108 - 3 (200)	2,400	1,300	●	●	●	●	●	●	I	Easy reach tailwheel.
UTVA	UTVA-75A / 75A-21	2,513	1,587	●	●	●	●	●	●	B	
Valmet Aviation - Finland	PIK-19 Muhinu / PIK-23 Towmaster	1,750-1,918	1,300	●	●	●	●	●	●	B	2 - bladed prop.
Valmet Aviation - Finland	Redigo L-90 TP	2,976-4,189	2,183	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Valmet Aviation - Finland	Redigo L-80 TP	3,968	1,852	●	●	●	●	●	●	B & H	Set 3 - bladed prop.
Valmet Aviation - Finland	L-70 Vinka / Miltrainer	2,293-2,756	1,691	●	●	●	●	●	●	B	2 - bladed prop.
Varga / Morrissey / Shinn	2150 Kachina (150)	1,817	1,125	●	●	●	●	●	●	B or L	

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Varga / Morrissey / Shinn	2180 (180)	1,817	1,175	●	●	●	●	●	●	B or L	
Venga / Baoshan	TG - 10 Brushfire	5,832	2,840	●	●	●	●	●	●	B	Long low reach to nose gear restricts to AP88/AP 89 series models.
Vickers	VC2 Viscount	72,500	41,565	●	●	●	●	●	●	B	
VisionAire	VisionAire Vantage Business Single Jet	6,350	3,975	●	●	●	●	●	●	B	
Waco / Classic	Classic Waco F-5 / YMF-Super	2,770/2,950	1,940/1,985	●	●	●	●			I & L	Must use Long Reach adapter to access tailwheel.
Wag - Aero	Sport / Super Sport / Acro / Observer	1,400	720	●	●	●	●			I or L	Use extended rear gate or Long Reach adapter to clear rudder.
Wag - Aero	Wag - A - Bond Classic / Traveller	1,250/1,450	640/725	●	●	●	●			I or L	Use extended rear gate or Long Reach adapter to clear rudder.
Wag - Aero	2 + 2 Sportsman	2,200	1,080	●	●	●	●			I or L	Use extended rear gate or Long Reach adapter to clear rudder.
Westland/Agusta (see Agusta)	EH - 101 / US101 Multi-role Helicopter	31,500	19,000	●	●	●	●			E	Front torque - links clear OK. Heavy noseweight. AP88/89 essential.
Westland Helicopters	Wessex Mk2 / Mk5	13,500	8,304/8,657	●	●	●	●			I & L	Must use Long Reach adapter due low clearance to tailwheel.
Westland Helicopters	Lynx	10,750	7,654	●	●					L	If thermal imager dome fitted requires towbar and Pintle-Hook.
Westland Helicopters	Super / Battlefield Lynx	11,300	8,064	●	●					L	If thermal imager dome fitted requires towbar and Pintle Hook.
Westland Helicopters	Sea King	21,500	15,917	●	●	●	●	●	●	I	Easy access - high tail.
Wren Aircraft / Cessna	Wren 460 STOL	2,800	1,697	●	●	●	●			B or G	
WSK PZL - Mielec	M - 27 Skytrack PT	15,700	8,642	●	●	●	●			B	
WSK PZL - Mielec	Iryda M - 93V Trainer / Light Attack	TBD	TBD	●	●	●	●			B	
WTA Inc. / Piper	Super Cub PA-18-150	1,750	946	●	●	●	●			I	Use extended rear gate to clear rudder.
WTA / Piper	New Brave PA - 36 -375/400 AG	2,544	3,900-4,800	●	●	●	●			I or L	Extended rear gate or Long Reach adapter reqrd to access tail wheel.
Yakovlev	YAK - 55 / M Aerobatic	1,852	1,411	●	●	●	●			I	Use small extended gate to clear rudder. Use sidegates.
Yakovlev	YAK - 50 Aerobatic	1,984	1,686	●	●	●	●			I or L	Use small extended gate. Long reach excludes AP8400.
Yakovlev	YAK - 54 Aerobatic	2,182	1,650	●	●	●	●			I	Use small extended gate to clear rudder and sidegates.
Yakovlev / Comecon Romania	YAK - 52 / - 53 Aerobatic	2,337	1,985	●	●	●	●			B	
Yakovlev / Nanchang	YAK - 18 A / PM / T / CJ -6A	3,088/3,637	2,415	●	●	●	●			B	When fuelled light on nosewheel. Keep strap tight. Caution pushing.
Yakovlev	YAK - 58	4,630	2,800	●	●	●	●	●	●	E	Forward knuckle. Use extended rear gate. Move remote to lower clip.

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Table of Capture Method by Aircraft Type

MAKE	MODEL	M.T.O.W. (LBS) TYPICAL	O.E.W. (LBS) TYPICAL	TUG MODEL CAPABLE OF CRADLE TOW						CAPTURE METHOD	SPECIAL ATTENTION / REMARKS
				88	88.5	89	89.5	89.5 AL	89.25		
Yakovlev	YAK - 38 "Forger A" V/STOL	25,795	16,500	●	●	●	●	●	●	E	Long low reach to nosegear restricts to AP88/AP89. Use extended rear gate.
Yakovlev	YAK - 28 "Firebar" "Brewer"	44,000	TBD	●	●	●	●	●	●	E	Long low reach to nosegear restricts to AP88/AP89. Use extended rear gate.
Yakovlev	YAK - 40 Short-Haul Jet Transport	35,275	20,725	●	●	●	●	●	●	B	
Yakovlev	YAK - 42 Pax Transport / YAK - 142	125,660	76,092	●	●	●	●	●	●	B	Verify that ramp weight is within AP8800 / AP8850 tug range.
Zenair	Heintz - Zenith CH - 400	2,580	1,380	●	●	●	●	●	●	B or G	Set strut strap high on strut to clear nosewheel pant structure. AP88 / AP89 CAPABLE ON NON WHEEL FAIRING VERSIONS.
Zenair	Zenith CH - 200 /250	1,500/1,610	930/990	●	●	●	●			B or G	
Zenair	Zenith CH - 300	1,800	1,050	●	●	●	●			B or G	
Zenair	Zenith Zodiac CH - 601/HD/HDS	1,050/1200	550-590	●	●	●	●			B H or I	Nosewheel version - set 3-bladed prop. Tailwheel - use extended rear gate.
Zenair	STOL CH - 701 / 701-AG	960	460	●	●	●	●			B	
Zenair	Zenith CH - 2000 Trainer	1,600	TBD	●	●	●	●			G	Sloping strut. Place strut strap above hold-back bar.
Zlin Morovan	Zlin 42 / Zlin 142 / L Aerobatic	2,138-2,403	1,609	●	●	●	●			G	Set strut strap above oleo cover.
Zlin Morovan	Zlin 242 L Aerobatic	2,400	1,565	●	●	●	●			G&H	Set strut strap above oleo cover. Set 3-bladed prop.
Zlin Morovan	Zlin Z 50 L / Zlin Z 50 LS Aerobatic	1,587	1,256	●	●	●	●			I	Use extended rear gate at farthest forward position to clear empennage/rudder.
Zlin Morovan	Zlin 526 L Aerobatic	2,150	1,521	●	●	●	●			I & L	Long Reach adapter required to access tailwheel.
Zlin Morovan	Zlin 143 / L Trainer/Touring	2,381/2,975	1,830	●	●					G & H	Set strut strap above oleo cover. Set 3-bladed prop.
Zlin Morovan	Zlin 137 T Agro Turbo	5,566	2,756	●	●	●	●			I & L	Long Reach adapter required to access tailwheel.
Zlin Morovan	Zlin Z 37 T / Z 37 A Agro Turbo	5,291	2,976	●	●	●	●			I & L	Long Reach adapter required to access tailwheel.

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Table of Capture Method by Aircraft Type

END OF SECTION

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