C-17 Tow Supervisor and Brake Operator Pre-Test Practice (Sample)

Study Guide

BY EXAMZIFY

Everything you need from our exam experts!

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- **Practice answering questions under realistic conditions,**
- **Improve accuracy and speed,**
- **Review explanations to strengthen weak areas, and**
- **Approach the exam with greater confidence.**

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here’s how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don’t just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There’s no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

1. **Failure to install the quick release pin after using the hand pump may cause obstruction of the AC motor pump selector valve and damage to equipment.**

   A. Obstruction of AC motor pump selector valve and damage to equipment

   B. No effect

   C. Overheating

   D. Electrical short

2. **Tow supervisor shall monitor tension link scale indicators to ensure loads applied to each MLG do not exceed _____ pounds.**

   A. 50,000

   B. 70,000

   C. 60,000

   D. 65,000

3. **Prior to towing _____ equipped aircraft into a hanger, the IRCM system shall be safed.**

   A. Infrared countermeasures (IRCM)

   B. Radar countermeasures

   C. Chaff dispenser

   D. Flares

4. **Before applying power to an aircraft after aircrew egress, which system must be deactivated?**

   A. Fuel pump

   B. Navigation lights

   C. Hydraulic system

   D. Weather/radar system

5. **During power-on towing from the Nose Landing Gear, set the ANTI-COLLISION switch on the LIGHTS panel to which position?**

   A. Wing

   B. Nose

   C. Fuselage

   D. Tail

6. Terminate tow operation immediately when any personnel or equipment enter within _____ of tail of aircraft.

A. 25 feet

B. 50 feet

C. 100 feet

D. 150 feet

7. What is the maximum allowable lateral fuel imbalance between wings for towing?

A. 6,000 pounds

B. 8,000 pounds

C. 9,000 pounds

D. 10,000 pounds

8. Who shall obtain control tower clearance before towing an aircraft on or across a taxiway or runway, maintain radio contact with the tower, and inform the tower when tow is complete?

A. Tow team supervisor

B. Tow vehicle driver

C. Ground controller

D. Ramp supervisor

9. For power-on towing from the NLG, the ANTI-SKID / BRAKE TEMP switch should be set to which position?

A. On

B. Stay

C. Auto

D. Off

10. When using alternate towbars for pushback, use of a _____ is required to ensure adequate clearance between tow vehicle and aircraft.

A. Designated observer

B. Wing walker

C. Safety officer

D. Pilot

Answers

1. A
2. D
3. A
4. D
5. C
6. B
7. B
8. A
9. D
10. A

Explanations

1. Failure to install the quick release pin after using the hand pump may cause obstruction of the AC motor pump selector valve and damage to equipment.

A. Obstruction of AC motor pump selector valve and damage to equipment

B. No effect

C. Overheating

D. Electrical short

The quick release pin is there to keep the hydraulic flow path clear and prevent foreign material from entering the AC motor pump selector valve when using the hand pump. If the pin isn't installed, the pin itself or debris can enter and obstruct the valve's passages. This obstruction stops proper hydraulic flow, can cause abnormal pressure, and may damage the valve, the pump, and associated components. Electrical short isn't tied to this mechanical pin, and while restricted flow can lead to higher pump load and potential overheating as a secondary issue, the immediate and direct risk described is the obstruction and resulting equipment damage.

2. Tow supervisor shall monitor tension link scale indicators to ensure loads applied to each MLG do not exceed _____ pounds.

A. 50,000

B. 70,000

C. 60,000

D. 65,000

When towing a C-17, the tow supervisor relies on the tension link scale indicators on the tow bar to measure the actual load being transmitted to each main landing gear. These indicators give a live readout of the force the tow tug is applying through the gear, taking into account vehicle weight, ground resistance, and any steering or braking actions. Keeping that readout at or below the specified maximum protects the MLG structure and tires from overstress during movement, especially on varying surfaces or with dynamic towing conditions. For this aircraft, the permissible load on each main landing gear during tow is 65,000 pounds. So the supervisor ensures the tension readings stay at or below that value; if the readout nears or exceeds 65,000 pounds, actions are taken to reduce the load, such as adjusting speed or reconfiguring the tow. The other numbers would either be below the published limit or exceed it, which is why they are not the correct maximum.

3. Prior to towing _____ equipped aircraft into a hanger, the IRCM system shall be safed.

A. Infrared countermeasures (IRCM)

B. Radar countermeasures

C. Chaff dispenser

D. Flares

Safing the infrared countermeasures system before moving the aircraft into a hangar is all about preventing any accidental deployment of IR decoys during ground handling. In a confined hangar, a flare or other IR countermeasure firing unexpectedly could start a fire, damage nearby aircraft or equipment, or injure personnel. Putting the IRCM in a safe state ensures it cannot arm or discharge while the aircraft is being towed, eliminating that risk. Radar countermeasures and chaff dispensers operate in different parts of the EW suite and are not the immediate safety concern when the aircraft is being moved into a hangar. Flares are part of the IRCM set, but safing the IRCM disables their deployment as part of the overall system safety during towing.

4. Before applying power to an aircraft after aircrew egress, which system must be deactivated?

A. Fuel pump

B. Navigation lights

C. Hydraulic system

D. Weather/radar system

The main safety concern here is avoiding high-energy, radiating systems being energized when the crew is not present to monitor or respond to any faults. The weather radar transmitter is a high-power RF device with high-voltage components. If power is applied while the radar is still energized, it can pose a shock/ RF hazard to personnel and potentially cause interference or damage. Deactivating the weather/radar system before applying power ensures there's no active radar energy or associated high-voltage circuitry entering the ground operations area. Other systems listed do not present the same immediate hazard to personnel when power is applied on the ground. The fuel pump, while important to fuel delivery, does not emit hazardous energy in the same way the radar does. The hydraulic system and navigation lights aren't hazards requiring deactivation for safety just when powering up after crew egress.

5. During power-on towing from the Nose Landing Gear, set the ANTI-COLLISION switch on the LIGHTS panel to which position?

A. Wing

B. Nose

C. Fuselage

D. Tail

During power-on towing from the Nose Landing Gear, you want anti-collision lighting arranged to maximize visibility of the aircraft to personnel and other aircraft as it moves slowly in close proximity. Setting the ANTI-COLLISION switch to the fuselage position energizes the lights along the main body of the aircraft, providing forward and lateral visibility across a wide arc. This helps ground crews, tow personnel, and nearby aircraft clearly see the aircraft from multiple angles as the nose gear is steered and the aircraft is repositioned. The wing setting would light only the wings, making the aircraft less conspicuous from certain viewpoints; the nose setting focuses on front-area lights with less broad visibility; the tail setting highlights the rear and isn't as visible to people in front or to the sides. Therefore, the fuselage position best supports visibility during nose-tow operations.

6. Terminate tow operation immediately when any personnel or equipment enter within _____ of tail of aircraft.

A. 25 feet

B. 50 feet

C. 100 feet

D. 150 feet

Safety around the tail during tow operations relies on a fixed exclusion zone. The tail area is the most hazardous part of the aircraft to have people or equipment near because a tow can start, stop, or shift unexpectedly, and tail surfaces or the tow gear could contact anyone in close proximity. A 50-foot buffer behind the aircraft is established to give enough distance for anyone to move clear and for the operator to react if alignment changes or if engine spool, braking, or tow dynamics create unexpected movement. Keeping everyone and every piece of equipment outside this zone reduces the risk of injury and damage. If anyone or anything enters that area, the tow must be stopped immediately to verify positions and reestablish safe clearance before continuing.

7. What is the maximum allowable lateral fuel imbalance between wings for towing?

A. 6,000 pounds

B. 8,000 pounds

C. 9,000 pounds

D. 10,000 pounds

The key idea here is how fuel distribution between the wings affects lateral stability when towing. A fuel imbalance creates a lateral center of gravity shift, which can produce a yawing moment and make the aircraft harder to track straight behind the tow tractor. Setting a maximum limit keeps the tendency to yaw within what the tow pilot and the tug can safely manage, preserving predictable handling and reducing stress on the nose gear during tow operations. Eight thousand pounds is the maximum allowed imbalance because it balances the need to carry usable fuel with the requirement for controllable, stable towing. If the imbalance were larger, tracking becomes unreliable, steering effort increases, and there's a higher risk of side-to-side load stress during maneuvering. A smaller limit would be unnecessarily restrictive for operations, while a larger limit could compromise stability.

8. Who shall obtain control tower clearance before towing an aircraft on or across a taxiway or runway, maintain radio contact with the tower, and inform the tower when tow is complete?

A. Tow team supervisor

B. Tow vehicle driver

C. Ground controller

D. Ramp supervisor

Coordinating a tow across taxiways or runways requires direct air-traffic coordination and a single person responsible for the tow operation. The tow team supervisor is the one charged with obtaining clearance from the control tower before any movement, staying in radio contact with the tower during the tow, and informing the tower when the tow is complete so the tower can resume normal traffic control. This role acts as the central point of responsibility, ensuring that the ground movement of the aircraft is properly sequenced with air traffic and that all personnel are aware of the current status and any changes in instructions. The tow vehicle driver handles the physical towing under the supervisor's direction but does not initiate clearance or manage tower communications. The ground controller provides ATC clearance for aircraft movements but isn't the on-the-ground supervisor responsible for tow operations. The ramp supervisor oversees ramp activities but does not carry the specific clearance authority for towing across taxiways or runways.

9. For power-on towing from the NLG, the ANTI-SKID / BRAKE TEMP switch should be set to which position?

A. On

B. Stay

C. Auto

D. Off

During power-on towing from the NLG, you want to disable the anti-skid and brake-temperature monitoring. Setting the switch to Off stops the system from trying to modulate brakes or flag brake-temp conditions while the aircraft is being towed with power applied. This prevents unwanted brake actions or incorrect readings that could occur when the wheels are turning without normal flight braking conditions. If you were to leave it On, Auto, or Stay, anti-skid and brake-temp logic could engage or vary braking during tow, which is not desirable. Off is the appropriate choice to ensure smooth, controlled towing under power.

10. When using alternate towbars for pushback, use of a _____ is required to ensure adequate clearance between tow vehicle and aircraft.

A. Designated observer

B. Wing walker

C. Safety officer

D. Pilot

The key idea is having a dedicated person whose sole job is to watch the tow path and ensure there is enough space between the tow vehicle and the aircraft during pushback, especially when using alternate towbars. This designated observer provides continuous, independent monitoring and communicates with the tow operator and the aircraft crew to stop or proceed as needed if clearance narrows or hazards appear. Their vantage point and attention to clearance along the fuselage and undercarriage help prevent contact as the aircraft moves. Wing walkers focus on keeping the wings clear of obstacles, which is important in some situations but not the primary clearance task between the tow vehicle and the aircraft during pushback. A safety officer oversees overall safety programs rather than the day-to-day pushback clearance, and the pilot is in the cockpit rather than serving as the external clearance monitor. So the designated observer is the role that ensures adequate clearance in this scenario.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://c17towsupbrakeop.examzify.com

We wish you the very best on your exam journey. You've got this!