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. **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

2. **How many personnel are recommended for power-on NLG towing with NVG?**

   A. 5

   B. 7

   C. 8

   D. 9

3. **Which towing configuration uses eight bridles?**

   A. Forward MLG towing

   B. Nose landing gear towing

   C. Aft MLG towing

   D. Main landing gear towing

4. **Notify flight crew to keep clear of the _____ during engine running pushbacks.**

   A. Flight crew

   B. Tiller

   C. Nose gear

   D. Landing gear

5. **Which device is used to move aircraft during pushback on the listed aircraft?**

   A. Towbars

   B. Tow tractors

   C. Tugs

   D. Carts

6. Open pilots/copilots sliding window and check differential pressure gauge above crew entry door to ensure differential pressure is _____.

A. zero

B. one

C. two

D. three

7. True or False: During NVG operations the NVG safety observer may perform any other duties assigned by the supervisor.

A. True

B. False

C. Not Sure

D. Depends

8. Crew door shall be _____ prior to discontinuing communications during engine running push back.

A. Fully open

B. Fully closed

C. Partially open

D. Removed

9. 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

10. All tow team members shall be familiar with AFMAN, Towing and Taxling Aircraft. Which AFMAN number is referenced?

A. 91-202

B. 91-203

C. 90-203

D. 91-201

Answers

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

Explanations

1. 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.

2. How many personnel are recommended for power-on NLG towing with NVG?

A. 5

B. 7

C. 8

D. 9

Power-on NLG towing with NVG requires a coordinated team to maintain control, communication, and safety under limited visibility. You need the Tow Tractor Operator to control the tow, and a Brake Operator to manage nose gear braking and steering. With NVG, spotting hazards is harder, so two wing walkers monitor clearance around the wings and fuselage. Two safety observers provide route surveillance and hazard alerts along the tow path. The Tow Supervisor coordinates actions, communicates with all hands, and ensures procedures are followed. This seven-person team provides the necessary coverage and redundancy to safely complete a power-on NLG tow at night.

3. Which towing configuration uses eight bridles?

A. Forward MLG towing

B. Nose landing gear towing

C. Aft MLG towing

D. Main landing gear towing

Bridles are used to distribute the tug forces across multiple attachment points so the aircraft tracks true and protection is kept on the gear during towing. When you tow from the forward main landing gear, the pull acts behind the nose area and creates more three-axis load (especially yaw and pitch tendencies) than towing from a closer, more centralized point. To keep the airplane stable and prevent any gear from overloading or the aircraft from veering off line, you attach multiple bridles to several points around the forward main gear and nearby structure. That multi-point connection spreads the load evenly, provides redundancy, and controls twisting moments as the tow tractor applies force. Because of this geometry and the need to manage those loads in all directions, eight bridles are required in forward main landing gear towing to ensure precise steering, alignment, and safe motion of the aircraft during the tow. Other configurations pull from points closer to the center of gravity or involve fewer attachment points, so they don't require as many bridles.

4. Notify flight crew to keep clear of the _____ during engine running pushbacks.

A. Flight crew

B. Tiller

C. Nose gear

D. Landing gear

During engine-running pushbacks, the priority is keeping people out of the path of moving equipment and jet blast. Notifying the flight crew to stay clear of the work area places emphasis on their safety by ensuring they aren't in the zones where the tow tractor, aircraft nose gear, or engine exhaust could threaten them. The flight crew should remain in a designated safe area, away from the pushback operation, so they can observe and communicate without being exposed to movement or hazards around the nose gear and engines. In practice, this reduces the risk of injury from sudden tug movements, gear turning, or engine blast.

5. Which device is used to move aircraft during pushback on the listed aircraft?

A. Towbars

B. Tow tractors

C. Tugs

D. Carts

In pushback, the aircraft is moved by a towbar that connects the aircraft's nose landing gear to the tow tractor. The towbar is the device that transmits the pulling force from the tug to the aircraft and allows the aircraft to be steered as the tug moves. Tow tractors (the vehicles) provide the actual pushing force, but the mechanism that links them to the aircraft is the towbar. Carts don't play a role in moving the aircraft during pushback. A proper hookup with the towbar secured and the nose gear aligned is essential for safe, controlled maneuvering.

6. Open pilots/copilots sliding window and check differential pressure gauge above crew entry door to ensure differential pressure is _____.

A. zero

B. one

C. two

D. three

Opening the cockpit sliding window is only safe when there's no pressure difference between the inside and outside. The differential pressure gauge above the crew entry door measures that difference. When you see zero, it means the cabin (inside) and outside air are at the same pressure, so opening the window won't drive a strong rush of air or stress the window frame. Any nonzero reading means there's a pressure difference that could cause a dangerous rush of air, door or window movement, or injury. So the correct condition to open the window is a zero differential pressure.

7. True or False: During NVG operations the NVG safety observer may perform any other duties assigned by the supervisor.

A. True

B. False

C. Not Sure

D. Depends

During NVG operations, the safety observer's role is to monitor for hazards and ensure all NVG procedures are followed with undivided attention. Introducing other duties would pull focus away from spotting obstacles, assessing terrain, and coordinating safety signals, which can increase the risk of an accident or oversight. Because safety during NVG work hinges on constant vigilance, the observer should not take on additional tasks while NVG ops are active. If another task must be done, it should be handled by someone else or scheduled for when safety-critical duties are complete, so the operation isn't compromised.

8. Crew door shall be _____ prior to discontinuing communications during engine running push back.

A. Fully open

B. Fully closed

C. Partially open

D. Removed

During engine-running pushback, you must maintain clear, direct communication with the cockpit and keep an unobstructed path for the crew. Opening the crew door fully ensures that signals, instructions, and any last-minute warnings can be heard and seen without barriers, and it provides a ready exit route if an emergency arises. When comms are about to be discontinued, having the door fully open helps confirm the crew can still respond to any final directions and maintain situational awareness. A closed or only partially open door can muffle sounds, block signals, or delay crew egress, increasing safety risk. Removing the door is not part of normal procedure.

9. 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.

10. All tow team members shall be familiar with AFMAN, Towing and Taxling Aircraft. Which AFMAN number is referenced?

A. 91-202

B. 91-203

C. 90-203

D. 91-201

Knowing which manual governs tow operations is essential because it provides the official procedures and safety requirements for moving aircraft on the ground. AFMAN 91-203 is the manual that specifically covers towing and taxiing aircraft, setting the roles of tow team members, required training, standard hand signals, radio procedures, tow-bar safety, wing-walker duties, grounding, and the steps for safe movement from start to stop. This makes it the best answer because it directly addresses the subject of towing and taxiing, unlike the other numbers which cover different topics. Therefore, the reference for all tow team members is AFMAN 91-203.

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!