



Aircraft Transporter System



*NATO Suppliers Code for Manufacturing
Aircraft Recovery Equipment
NSCM U7972*



AMS Aircraft Recovery Systems



Aircraft Transporter System.

Due to the increasing number of Aircraft Landing Gear failures, AMS Systems Engineering have developed a Multi wheel Transporter System, to assist in the rapid removal of disabled Aircraft, from the incident site.

Each Transporter is designed to support a load of 40 tonnes (88,184lb), and have a load area of 4.5m x 2.3m (177" x 90), thus allowing each Transporter to operate with all standard size 30 and 40 tonne capacity Airbags, irrespective of the manufacturer. The Transporter is therefore capable of integration with any existing aircraft Recovery System in use.

The Transporter is designed to operate on Runways or hard standings, however should the Aircraft come to rest in an area not suitable for wheeled vehicles, the Transporter can be combined with the AMS Sledge Movement System to remove the Aircraft. Once the Aircraft has reached a suitable firm surface, the Transporter can be towed off the Sledge and moved safely on the Transporter.

The Transporter System has been designed to provide a flexible, easy to operate Aircraft movement system incorporating the following features.

- * Multi directional positioning under Aircraft
- * Direction of tow can be altered during operation
- * Capable of operation on soft or firm surfaces
- * Compatible with all standard Airbags
- * Can be Towed from all sides
- * Directional wheel locking for straight line movement
- * Low initial cost and minimal maintenance.
- * AMS Modular System upgrade
- * Low insertion height
- * Shipping Container Stowable

Without doubt the most cost effective and versatile Aircraft Transporter System on the Market Today.



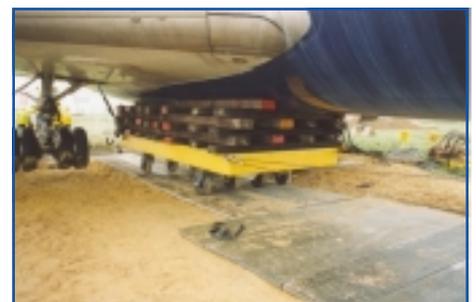
The AMS Transporter system was used at Heathrow Airport under a Trident Aircraft during a recent recovery exercise.



The landing gear on the Trident was seized solid, therefore the Transporter had to be used to move the aircraft to its new resting place.



The Trident aircraft being lowered onto cribbing and Transporter using aircraft recovery airbags.



The full weight of aircraft is supported on the Transporter. Trakcess panels have been laid on soft ground to aid the recovery.

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Aircraft Transporter System - Positioning and Movement.

The principle advantage of the AMS Transporter system, over those currently available, is the unique flexibility of positioning and movement.

The Transporters unique Multi-wheeled system, allows precise positioning under the Aircraft's Fuselage. Once an Aircraft has been lifted and its centre of gravity established, the Transporter can be easily positioned. When the Aircraft has been secured to the Transporter the complete unit can be moved in any direction. If the total weight of the Aircraft is less than 40 tonnes, the whole Aircraft could potentially be moved on one Transporter, even after total undercarriage failure.

The design of the Transporter permits change of direction of movement at any stage during the removal process, by simply repositioning the towbar or the tow hitches, changes in direction of 90 degrees or even 360 degrees rotation can readily be performed, thus reducing the overall recovery time considerably.

AMS Transporters have a low insertion height reducing the problem of "nose up" towing when used to replace damaged or collapsed landing gear. In such situations the Transporter is designed to act in the same manner as the original nose wheel, therefore not affecting the turning circle of the Aircraft.

All side stresses imposed on the fuselage during turning will be considerably reduced, as these forces will be transmitted through the Transporter.

For straight line pulls the directional locks on the wheels can be used. This prevents sideways movement, once the towing direction has been established. Parking brakes are also provided on 4 wheels.

Aircraft Transporter - Multiple Configurations.

The use of multiple Transporter Systems can provide a rapid removal system for aircraft infringing the runway area. Although the transporter has been designed to reduce secondary damage in multiple configurations, rapid removal may be a compromise between secondary damage and Airport closure.



This photo shows the versatility of the Transporter, even on soft ground used with AMS Trakcess panels, a recovery can be completed.



The aircraft now positioned on a Tarmac side road awaiting a sideways haul onto a concrete hard standing at Heathrow Airport.



Nose lift of a DC10 aircraft. 30 tonne Single element airbags were used for the lift, they also acted as a cushion to prevent damage to the aircraft skin.



Multi Transporter system. 3 transporters used for full landing gear failure.

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AMS Aircraft recovery equipment operators

Hualien Airport, Taiwan.

Manchester International Airport, England.

Newcastle International Airport, England.

Birmingham International Airport.

Royal Australian Air Force.

Makung Airport, Taiwan.

Emirates International Airline.

South African Airways.

Canadian National Defence.

Taipei Domestic Airport, Taiwan.

Royal Norwegian Air Force, Norway.

United States Air Force, USA.

TWA Airlines, United States of America.

Delta Airlines

Royal Malaysian Air Force, Labuan, Malaysia.

Egyptian Civil Aviation Authority, Egypt.

Mactan-Cebu International Airport, Philippines.

Bali International Airport, Indonesia.

Aer Rianta Dublin Airport.

Royal Brunei Airlines

Republic of Korea Air Force

Ghana Civil Aviation Authority

Thai Airways International

Japan Airlines

Royal Air Force

United States Air National Guard