

TOW PILOT QUICK REFERENCE CARD V1.0

PRIMARY RESPONSIBILITY

Provide **safe, smooth, predictable tow launches** and maintain separation from glider at all times.

BEFORE ENGINE START

- Aircraft inspected (airframe, prop, linkages)
 - Tow release mechanism checked (positive open & close)
 - Towline condition checked (no knots, frays, weak links correct)
 - Radio range check complete
 - Fail-safe set (throttle idle)
 - Wind direction confirmed
 - Briefed with assigned glider pilot
 - Agreed tow direction, pattern, release area & emergency plan
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BEFORE TAKE-OFF

- Glider ready & wings level
- Towline straight, no slack snags
- Flight Line Director (FLD) clearance received
- Call:
“Tow taking off”

TAKE-OFF

- Smooth progressive throttle
- Keep straight roll — no sudden rudder inputs
- Lift off gently — allow glider to fly off
- Maintain shallow climb until safe speed established

⚠ DO NOT rotate steeply

⚠ DO NOT out-climb glider

CLIMB

- Establish steady climb at agreed airspeed
- Avoid abrupt turns
- Use gentle, coordinated bank
- Monitor glider position continuously

If glider high → shallow climb

If glider low → reduce climb angle slightly

RELEASE PROCEDURE

- Level wings
- Smooth straight flight

- Ensure safe release height
- Call:
“Releasing”
- Release towline
- Maintain straight line briefly

After release:

- Gentle descending turn away from glider
 - Clear circuit path
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EMERGENCY PROCEDURES

If Glider Releases Early:

- Maintain climb briefly
- Check line
- Circuit and land normally

If Towline Breaks:

- Continue straight ahead
- Climb to safe height
- Circuit and land

If Glider in Difficulty:

- Maintain steady attitude
- Avoid abrupt manoeuvres
- Release immediately if unsafe

Engine Failure Below Safe Height:

- Land straight ahead
 - DO NOT turn back
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GOLDEN RULES

- ✓ Smooth and predictable
- ✓ Glider safety first
- ✓ No aerobatics on tow
- ✓ Always follow FLD instructions