

GLIDER PILOT Quick Reversion Card v1.a

PRIMARY RESPONSIBILITY

Maintain safe, controlled position behind tow aircraft and release safely at agreed height/location.

PRE-FLIGHT

- CG confirmed
 - Control directions checked
 - Tow hook secure
 - Weak link correct for model size
 - Radio range check complete
 - Release mechanism tested
 - Airbrakes/spoilers checked
 - Landing direction confirmed
 - Emergency plan discussed with tow pilot
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BEFORE TAKE-OFF

- Glider pilot to connect tow loop to their glider before moving the glider onto the strip to hook up to the tow line.
- Glider pilot will stand next to the tug pilot in the designated pilot area so that they can clearly communicate with each other during the towing phase.
- Wings level
- Controls neutral
- Take up slack gently
- Eyes on tow aircraft

Call when ready:
“Glider ready”

TAKE-OFF

- Maintain wings level
- Small corrections only
- Allow glider to lift naturally
- Stay slightly above tow aircraft tail line

⚠ Do NOT over-control

⚠ Do NOT climb above tow plane

ON TOW

Ideal position:

- Slightly above tow plane tail
- Directly in line
- Maintain light line tension
- keep glider wings roughly level using aileron control during the tow.
- Drift the glider to the outside of turns instigated by the tow pilot so that the tow line is kept tight.
 - Quickly advise the tug pilot to climb more steeply if the glider is getting too fast
 - Quickly advise the tug pilot to climb less steeply if the glider speed is too slow and the glider is in danger of stalling
- Good clear regular communication between the glider and tug pilots is essential

If too high → ease forward pressure

If too low → gentle back pressure

If out of position → smooth correction

Avoid:

✗ Slack line

- ✗ Sudden control inputs
 - ✗ Crossing wake aggressively
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RELEASE

- Can release at any stage during the tow if they wish to do so
 - Confirm clear airspace
 - Gentle straight flight
 - Call:
“Releasing”
 - Activate release
 - Turn away from tow aircraft immediately
 - Only advised the tug pilot they have released once they are certain that they have released OK.
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EMERGENCY PROCEDURES

If Tow Plane in Trouble:

- RELEASE IMMEDIATELY

If Severe Oscillation (Boxing the Wake):

- RELEASE IMMEDIATELY

If Towline Break:

- Lower nose
- Establish flying speed
- Circuit and land

If Cannot Release:

- Signal tow pilot
 - Tow pilot will release
 - Maintain position until safe
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LANDING

- Gliders have landing priority over tow planes except during a dead stick event on the tow plane.
 - Join circuit as directed
 - Call intentions clearly
 - Avoid runway congestion
 - During the final approach leg, the glider should be flown at a constant air speed all the way down to flare height just above the runway threshold.
 - When there are many gliders in the landing phase, the FLD may direct glider pilots to land long, short, or wide as needed to minimise risk of landing collisions.
 - Clear landing area promptly
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GOLDEN RULES

- ✓ Smooth corrections
- ✓ Stay in position
- ✓ Release early if unsure
- ✓ Safety before height

Some information taken from VARMS Guide.

