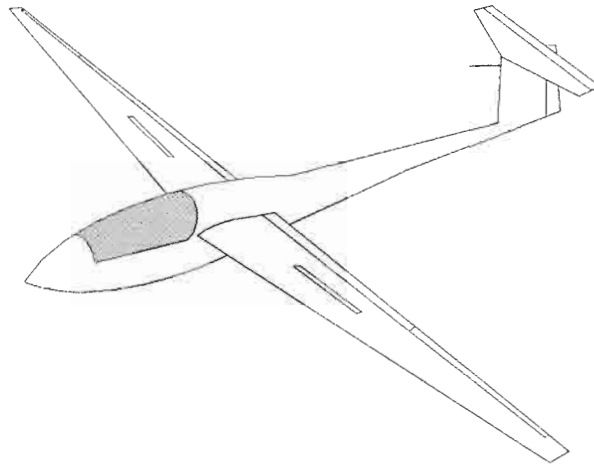


**Scottish Gliding Union**  
**Aerotow Launching**



## **5.0. Aerotow Launches**

### **5.1 General Points**

- 5.1.1. Once the cable is attached to the glider, signalling is initiated by the wing tip holder. The signals are relayed to the tug pilot by a signaller situated well forward and to the side of the tug.
- 5.1.2. The glider wings should not be levelled and signals given until it is established that no other launching is about to take place in the near vicinity.
- 5.1.3. Tug pilots are club appointed and visitors will not normally be granted permission to fly the aircraft.

### **5.2. Rocking wing signal.**

- 5.2.1. Gliders are only waved off tow in an emergency. This signal must be responded to immediately by releasing (Pull the yellow knob!)

### **5.3. Wagging rudder signal.**

- 5.3.1. This means your airbrakes are open.
- 5.3.2. The airbrakes must be closed immediately but smoothly. Failure to respond to this signal may leave the tug pilot no option but to release from tow - regardless of your height or location.

### **5.4. Releasing from tow.**

- 5.4.1. Cast off is done with the rope under normal tension (Do not tighten the rope). When the rope is seen to have released, climb gently and turn in the opposite direction to the tug, if it is safe to do so. LOOK! Do not lower the nose and release with slack rope as this is disconcerting for the tug pilot who may have great difficulty in deciding whether or not you have released and you may end up chasing him.
- 5.4.2. Emergency cast off is initiated by the glider pilot when:
  - A. You fail to maintain directional control during the ground run.
  - B. A large bow in the rope has developed.
  - C. You lose sight of the tug because:
    - 1. You are out of position vertically - Too high.

2. Glare.
3. Cloud.

5.4.3. Out of position manoeuvres, such as boxing the slipstream or putting the student out of position etc. must not be practised below 1000 feet. It will always be prudent to inform the tug pilot of your intentions.

5.4.4. **REMEMBER THAT THE TUG PILOT'S LIFE IS IN YOUR HANDS. HE HAS NEITHER THE TIME NOR ROOM TO MANOEUVRE THAT THE GLIDER HAS SO IF YOU ARE IN ANY DOUBT ABOUT YOUR ABILITY TO COPE WITH ANY SITUATION WHICH MAY DEVELOP, RELEASE IMMEDIATELY.**