

2009 MSC TOW PILOT'S TOWING PROCEDURES

Bob Hanson (MSC scheduler) will schedule the instructor/tow pilot duties. Please e-mail Bob to inform him of your wishes for being on the schedule for towing during the 2009 season. Bob's e-address is hansonr@stolaf.edu

The procedures are as follows:

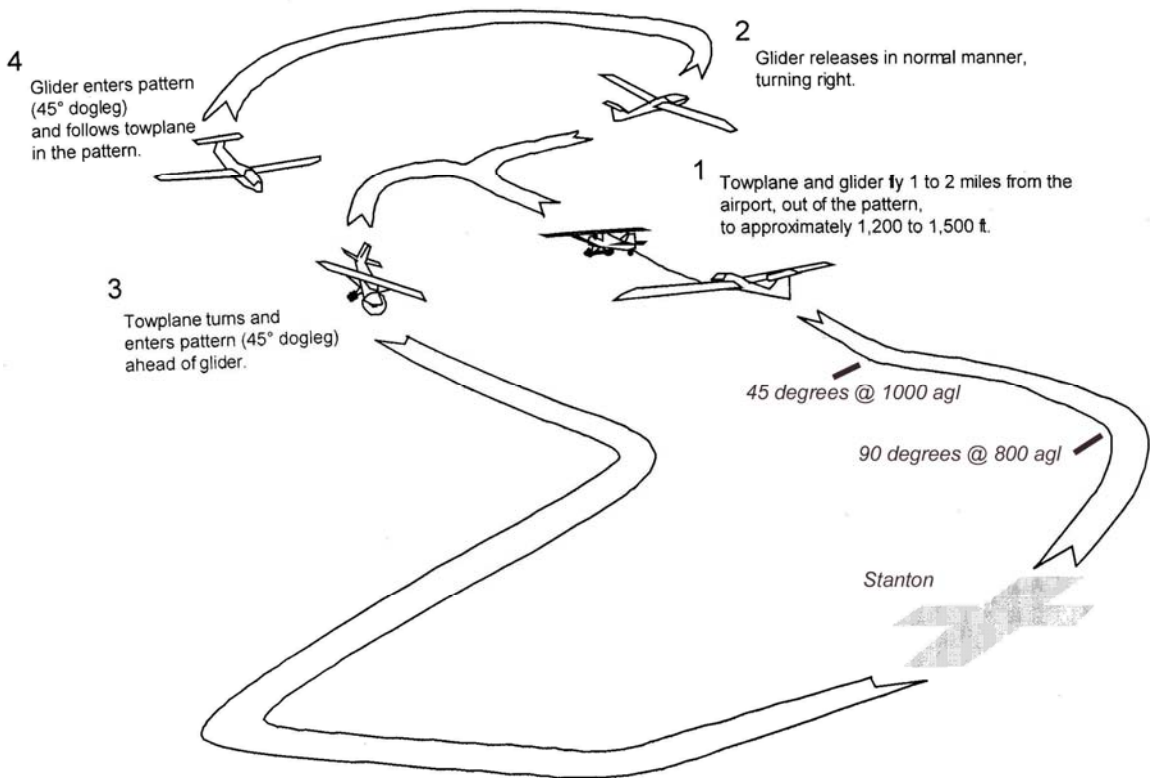
- 1.) Use the preflight check list before the first flight of each day. After refueling sump the fuel drains before returning to the flight grid. Use the abbreviated check list before each tow. Be especially sure that the fuel valve is properly detented in the correct position prior to application of full power. Don't switch tanks before take-off.
- 2.) Abide by Lycoming recommendations during let-down. Failure to use these procedures will result in premature cylinder problems:
 - 2200 RPM
 - 80 MPH
 - Until rope is winched in
 - Don't use flaps during let-down

If following these procedures compromises safety in any way, do what is required to conduct a safe flight.

- 3.) Maintain constant pitch attitude so as not to "chase" the airspeed. Always keep climbing even if reaching agreed upon release altitude. If climbing into a cloud or illegal airspace becomes imminent;
 - Reduce power so as to eliminate climb, possibly cause decent.
 - Maintain pitch attitude and airspeed.
 - Wave-Off glider.
 - Tow speed for all club gliders and most private gliders is 65mph. There are a few exceptions. If in doubt, ask the glider pilot.
- 4.) At full power in climb, tachometer is close to red line. After release, reduce power before decent to preclude over speeding of the engine.
- 5.) Max bank angle during tow is about 20°, unless otherwise requested by the glider pilot or instructor.
- 6.) When landing on runway 36, cross highway at no less than tree top level. If the tow rope is not fully reeled in, cross highway 19 at no less than 200 ft AGL and slip to landing.
- 7.) Do not spiral down after release. Kent Johnson says to "spread the noise around."

- 8.) Low release procedures; Due to potential for traffic conflict resulting in a head-to-head meeting back on the runway, the following practices shall be followed when training a simulated low release or rope break.
- Instructor must make plan known to FOO, wing runner, and tow pilot.
 - Wing runner will hold glider until there is no traffic on downwind, base, or final approach.
 - Instructor must monitor radio and traffic in pattern that may become a conflict if the glider stops forward on the runway or makes a 180 degree turn back to the runway or lands on a cross wind runway.
 - Instructor will initiate the maneuver with a rope release in the glider. Instructor will not abdicate control of the maneuver to the tow pilot (tow pilot will not initiate release.)
 - For training purposes, instructor may request that the pilot signal for an immediate glider release by rocking the wings of the tow plane.
 - Instructor will be conservative and release rope only when there are no potential traffic conflicts.
 - Practice releases between 20' and 200' AGL are not authorized.

9.) Review Pattern Tows



Review TOW PILOT GUIDE, chapter 7 of the MEMBERSHIP HANDBOOK
The handbook is available on the MSC web site.