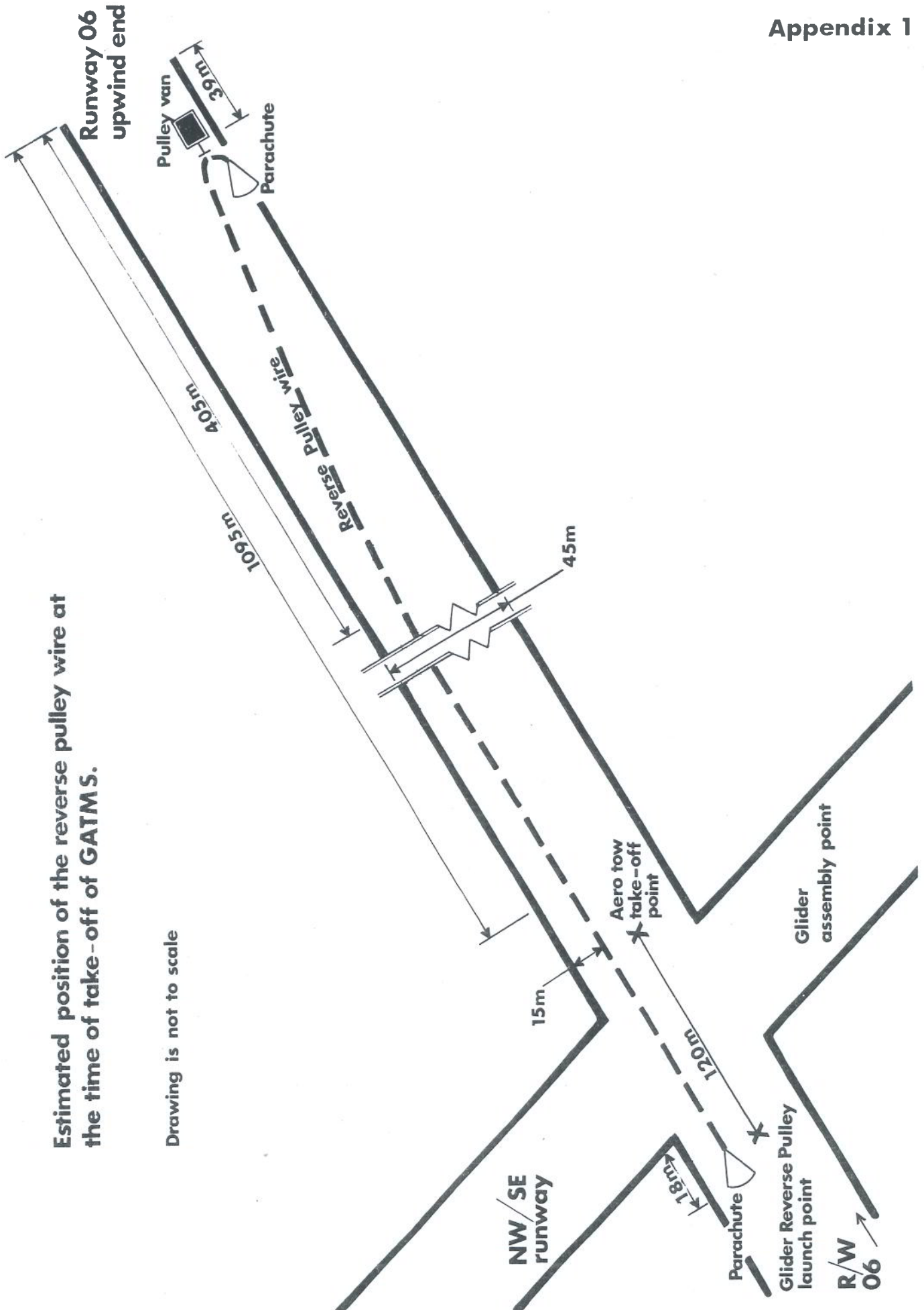


Estimated position of the reverse pulley wire at the time of take-off of GATMS.

Drawing is not to scale



# British Gliding Association

The British Gliding Association Limited is affiliated to the Royal Aero Club of the United Kingdom

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Artillery Mansions 75 Victoria Street London SW1 (Registered office) tel 01-799 7548 cable Soaring London

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Reg. No. 422 605 England

General Secretary: Barry Rolfe

To all Club CFIs.

## Aerotowing Operations

An aerotow accident occurred recently in which the tug pilot and his passenger were killed.

The accident was due to the tug picking up launch cable which was lying across the runway, at a point considered to be "far beyond the point where the tug normally became airborne".

On this occasion, for a number of reasons, the tug did NOT become airborne until after reaching and picking up the cable.

Under no circumstances should a tug pilot be given the take up slack signal until all cables have been drawn clear of the take off path for the WHOLE LENGTH OF THE FIELD.

The carrying of passengers in tug aircraft when aerotowing should be discouraged unless the performance of the aircraft is such that obstacle clearance and rates of climb are clearly ample for safety in the conditions prevailing at the time.

Attention is invited to BGA Laws and Rules recommending the fire fighting equipment which should be kept readily available on all sites where powered aircraft are operating. This not only applies to Clubs operating tugs regularly, but also to Clubs which only have occasional use of a tug.

10th September, 1973.

C. R. SIMPSON  
Chairman.