



May 25, 2012

SUBJECT: Tow Standard Operating Procedures (SOP)

SASSi authorized tow pilots are to adhere to the following SOP:

1. Minimum oil level for the towplane is 6 quarts. If oil level is below 6, obtain a quart of Aeroshell W100 from the office and bring the oil level to 6 or above before operating the aircraft.
2. The towplane will remain off the runway/threshold until the glider has taken position for the launch.
3. Do not remain on the runway or threshold if there will be an inordinate delay. Taxi off the runway until the problem is resolved before again staging for launch. There should be little delay once taking position for launch.
4. Nominal tow speed is 70 MPH. Higher or lower tow speeds need to be coordinated by the glider pilot prior to launch.
5. Nominal bank angle while a glider is on tow is 20 degrees or less.
6. Upon return to airfield, do not overfly personnel or equipment with an attached tow rope. The rope will be dropped opposite the side with any personnel or equipment.
7. Primarily due to insurance limitations, tow pilots are not to take passengers on tow flights. The only passenger exceptions are pilots getting checked-out to tow, tow pilots getting current, and glider pilots who wish to experience what the tow looks like from the front end.
8. Carburetor heat should only be used if actual carb ice is present. Due to the design of the Lycoming O-360 and unlike Continental engines, the carb is always warm from the oil sump so ice formation is rare. This engine requires leaning during all normal operations. Use of carb heat enriches the mixture even more and can cause excessive spark plug fouling.
9. An inactive tow pilot (regardless of whether he is an active glider pilot) who hasn't towed a SASSi glider in 12 or more months, must fly with the Chief Tow Pilot to regain SASSi towing privileges. This is in addition to the FAA currency requirements.

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