

Towing the CAP Schweizer 2-22 Glider

On occasions, when the Civil Air Patrol Schweizer 2-22 glider is at Boerne Stage for flights, there are some small changes in standard tow procedures that must be known. Tow pilots **must** know these differences before attempting tow of the CAP glider.

1. **Max** tow speed is about 80 MPH (70-75 it really gets to be a challenge!) Normal tow speed 60-65 MPH.
2. You are REQUIRED to check the release on the glider EVERY tow. The way the tow hook is made - if it gets twisted upon release, the next release may not be possible! Brief what to do if glider cannot release.
3. The tow hook on this glider CAN NOT be released if there is too much downward pull. Everyone should look at this as we use this glider more! If the glider pilot gets slightly high on tow with this bird – he/she should immediately correct or release! A delay in releasing too long may prevent any release!
4. This glider is VERY light and we had a couple of instances at the CAP encampment where the tow pilot was not sure of the release. We have a radio and I intend to make a call to assure the tow pilot that we are off of tow!
5. The glider does not have a swivel on the tail wheel. Turning it requires that one push down on the nose handle (the pipe you see sticking out of the nose!
6. **The tow pilot has to be gentle with the initial surge of power for takeoff -- too much acceleration will slam the tail down!**
7. Use the grass to land - due to the skid on the front. Glider pilots can use the pavement, although when they apply the brakes - the nose comes down and the skid contacts the pavement!
8. Glider pilots should stay to the east of the field to stay out of the way of powered traffic and fairly close as the gliders glide ratio is just a little above the tow plane's!