

Notes for Tug Pilots

Eurofox G-CMLY

27/2/26

Please read the Eurofox 915iS Pilot operating Handbook on the club website for full information and the checklists in the aircraft

Limits

Stall	38Kts flap down. 43Kts flaps up
Va	90kts
Flap limiting	83Kts
Never exceed	135Kts
Max continuous	5500RPM
Max Take off	5800RPM
Fuel	86 litres (85 useable)
Oil capacity	2.1 – 2.6 Litres
Max Take Off weight	560Kg
Load	+4G -1.5G
Max Angle of bank	60Deg
Max Pitch up / down	45Deg

Parking

The aircraft must be parked on the apron when unpacking the hangar, not on the field. If it's windy, the tug should be put back in the hangar. On the airfield the aircraft should be parked substantially into wind. The straps should be routinely used to stop the controls from banging.

General

- Tug pilots are responsible for maintaining their flying recency, licence validity, date of last refresher flight and medical status
- Any tug pilot who has not flown for a reasonable time should fly a standardisation trip before towing.
- Pilots should have a standardisation flight annually with the tugmaster or his deputy to revise general handling and emergency procedures.
- An emergency vehicle must be on the field.
- All flights must be logged and a record kept of engine times.
- The use of the tug for any purpose other than aerotowing or tug pilot recency will need the permission of the CFI or deputy, or the duty instructor in charge. Any flying time is charged at the rate fixed by the committee.
- Tug pilots should be familiar with the BGA Aerotowing Guidance Notes in managing Flying Risks.
- Aero-tow ropes should be kept on the reels. Inspect before use, including the weak link, and test the release.
- The pilot must be aware of the towrope, both in the air and taxiing on the ground to ensure that there is no risk of the rope endangering people or aircraft.
- Run the engine at idle for two minutes before shutting down

Taxying

- Weave, as visibility over the nose is very poor
- The a/c has a steering tailwheel and effective brakes. Make full use of the steering tailwheel to avoid using power against the brakes.
- Be meticulous about positioning the controls to take account of the crosswind / headwind / tailwind when taxiing.
- Always taxi obliquely down the slope to the hangar, never straight down the slope.
- If extreme conditions are unexpectedly encountered – stop and get a wingtip walker.
- The aircraft is light and extreme care is needed not to tip it up and cause a prop strike.

Flying the aircraft when not towing

- Check feet off brakes before take-off
- Recommended ½ flap for take-off (no flap if the ground is hard and the grass short).
- The nose is high in the climb, so weave
- Beware of the reduced visibility in turns due to the high wing.
- The controls are very effective.
- Check the slip ball as the rudder is very light and powerful
- Approach at 50-55kts.
- Check feet off the brakes before landing and that the brakes are OFF.
- Suggested flap setting for landing – Calm conditions, full flap. 10kts wind, ½ flap. Gusty conditions, no flap.
- No aerobatics. No spins.

Towing

- Tow wooden gliders at 60kts, Puchacz at 65Kts, glass at 70 Kts, and a bit faster for heavy gliders. Add a few knots for ASI over-read in tug. At higher speeds control RPM to 5500 RPM or below.
- Pilots must observe the No-Fly Zones.
- Tow and return patterns should vary as far as possible to avoid overflying the same places on the ground
- Aerotows must not be made from the winch launch run due to the danger from the winch rope.
- Keep high to avoid fences and trees. Do not overfly parked aircraft or people with the rope on unless well high and clear. Make sure you allow plenty of room when manoeuvring on the ground. If in doubt, drop the rope – remember the rope can kill
- No aerotowing is allowed before 9:00am or after 7:30pm or sunset, whichever is the earlier.
- For higher tows make sure that the RPM is controlled below 5500 RPM.
- After glider release, reduce throttle to give 4000 RPM then slowly reduce to 3500 RPM for the descent at a speed between 85-95 Kts.
- Between each tow follow the “between tows” check list in the cockpit.
- Avoid climbing after glider release to avoid giving an incorrect App release height.

Aerotow retrieves

- Retrieves from other sites need permission as described above.
- Not permitted from fields - only from airfields
- The pilot requesting the retrieve must be able to assure the tug pilot that permission has been obtained from the airfield operator.
- Carry the rope in the aircraft.
- Refuel before departing.

Daily inspection

The airframe is lightly built – inspect visually if possible, use absolute minimal force otherwise.

Cockpit

- Master: OFF
- Ignition: OFF
- Fuel valves: Open check quantity
- Instruments: INSPECT
- Seat belts: INSPECT
- Check main L/E bolts attached: INSPECT
- Check Flaperon tie rods: INSPECT
- Control stick: INSPECT free movement
- Rudder pedals: INSPECT free movement
- Brakes: free movement
- Trim: free movement, proper function
- Engine controls: INSPECT free movement
- Loose objects: remove
- Cockpit windows: INSPECT
- Door: INSPECT shut and locked

Main landing gear

- Gear legs and attachment: INSPECT
- Wheels: INSPECT
- Brakes: INSPECT

Wings

- INSPECT wings, struts, hinges, surface

Pitot tube

- INSPECT

Flaperons

- INSPECT hinges, surface, free movement
- Counterweights attached

Rear cockpit cover

- INSPECT secured

Fuselage

- INSPECT

Stabiliser, elevator, hinges

- INSPECT surface, attachment, free movement, condition and attachment of balance tab

Tail wheel

- INSPECT wheel and tow hook plus rope weak links

Propellor

- INSPECT blades, prop hub, locking nuts

Engine

- Remove top cowling and
INSPECT engine mount
INSPECT air intake, and controls
INSPECT exhaust system and fuel lines
INSPECT coolant quantity and leakages
INSPECT fuel system filter
INSPECT electrical system, ignition and cable connectors

Fuel

- Quantity sufficient
- INSPECT draining of water from central tank, sample fuel and inspect fuel type
- INSPECT fuel caps secured and correct vent orientation
- When parking on the slope always use the chocks on both wheels. Do not rely on the brakes to hold it.

Make a note of the tacho open reading on tech log sheet.