

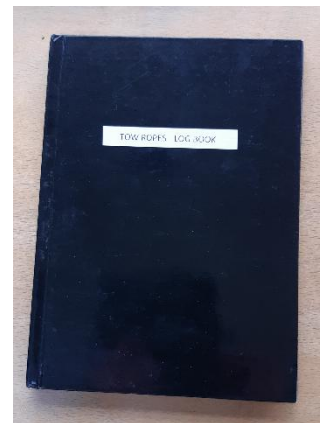
TOW ROPE CARE AND MAINTENANCE

Taking care of ropes is part of keeping our flying safe. To keep them in good condition:

- Do not drive over ropes, forcing mud into them will cause damage
- Do not leave knots in ropes, a knot creates a weak point

Both ends of a tow rope have a weak link assembly, designed to break above a defined load, to enable the tug and glider to separate and recover to safety without damaging either aircraft, if for example a bow in the rope snatches tight. The weak link colours are:

- Brown – glider end
- Green/yellow – tug end



When hooking a rope onto a glider, check the following:

- You have the right end – brown links
- No knots in rope
- No damage to the rope where it is attached to the weak link assembly
- Staples not damaged – all four legs of the staples still in place – show it to the pilot
- No cracks in Tost rings

If attaching a rope to a tug, ensure that you have been instructed on how to do it correctly – some tugs use the larger Tost ring, some the smaller - and check that you have the right end – green/yellow links.

If you find a rope with broken staples, ask the tug pilot to release it and attach a new rope to the tug. There is a weak link repair kit in the chest of drawers in the bus, it is an easy job requiring only a pair of pliers and a bit of patience. Replace both staples, not just the damaged one. Note the work you have done in the black logbook – each rope is colour-coded with tape at the tug end. The black book also contains an inventory of stock.

At the end of the day: when the tug pilot drops the rope, fold it into four and 'knit' it – ask to be shown how to do this. We do not coil ropes, the 'knitting' method avoids putting knots in ropes.

