WEAK LINK REPLACEMENT AT BGC – TOST SYSTEM 12th November 2026

Tost system weak link replacement at Booker GC from 1st November 2026 is only to be undertaken by appropriately trained Instructors and Tug Pilots.

The specific sequence of operations to be undertaken is as follows:

Lay out the required components (shown below).



The metal sleeve has a hole at one end and a slot at the other. The slot goes on the strop end so that in the event of a weak link breakage the sleeve itself would be retained on the main aerotow rope and recovered with the tug.

There are 2 designs of weak link in the Tost system as shown – one link has circular holes at the ends (the primary weak link) and one has an oval hole (a "back-up" link in case the primary link is either overloaded or gets fatigued and ruptures at less than the normal 300 kg load). One link of each type must be used when the sleeve and links are assembled – never use 2 of the same design as that would double the load before rupture.

The bolts and stiff nuts are 10mm, spanners are provided in the weak link kit box.

Press one shackle on to the Eye Splice as shown (the rope only just fits inside the shackle so this operation needs a bit of force – do not use tools to assist this as the rope could get damaged).

Position the 2 links inside the sleeve and the aerotow rope shackle outside the hole end of the sleeve, then wriggle the bolt through the shackle, the sleeve and the links and affix the stiff nut on the bolt until the nut is hand-tight. Then present the strop eye splice buckle to the slot end of the sleeve, wriggle the second bolt through the buckle, sleeve and link holes, tightening the nut till hand-tight as before.
Then take the 2 spanners in the kit and holding each bolt still with one spanner, rotate the nut exactly 3 revolutions to tighten the assemblies sufficiently without pinching the sides of the sleeves together.



This picture shows the weak link assembly attached to the strop end. The main aerotow rope would be attached to the left end of the sleeve in the photo.

Aerotow ropes for the EuroFOX are to be fitted at the **tug end** with the Tost yellow 400kg (+/-40kg) links will be used and assembled in the same way as the green link assembly procedure detailed above.

At the **glider end** of aerotow ropes used behind the EuroFOX there will always be a green link assembly at the end of a short rope strop with rings fitted at the glider end.

The Robin and Super Cub use higher breaking strain weak links at the glider end. Currently they use 2 brown Mity weak links. Once the stock of brown Mity links is exhausted we will start using Tost yellow 400kg breaking strain weak links on the glider end with a strop assembly. When the tug end Mity yellow/green weak link stock is exhausted we will change to use a Tost white weak link assembly with a 500kg breaking strain, for use only on the Robin or Super Cub.
A strop has been introduced to offer protection to C of G tow hooked gliders as there is potential for the metal sleeve to cause damage if there is no strop.

TUG TOW ROPES

Tug Type	Tug End	Glider End
EuroFOX FB	Tost - yellow	Only Tost - green
Robin: GH, LH & Super Cub MF	Mity - yellow/green Tost - white	Mity - brown Tost - yellow

PRE LAUNCH EXAMINATION OF TOST WEAK LINK ASSEMBLIES

Aerotow ropes must be checked before each launch by the launching crew member who is about to affix the cable to the glider.

A safe assembly with unbroken weak links will look like this (once any mud has been cleared way). Note the perfect circle seen through the centre of the sleeve.





An assembly where the primary link has broken and is now holding together only on the “reserve” link looks like this:



Although the break may also be visible by looking into the edge of the sleeve and seeing the break or perhaps by part of the broken link being visible by rotating out of its usual position.



Such an assembly **must immediately be removed and replaced** with a serviceable assembly by an appropriately trained instructor or tug pilot.

You need to also check the condition of the protective sleeve, fixings and the rope. The rope around the shackle and rings will wear the most. Open the spice weaves to check for broken strands. Also complete a general condition check of the tow rope to confirm it remains safe to use. Remove any knots that have occurred before attaching the tow rope as this greatly weakens the rope, (plus you will find it almost impossible to remove a knot once it has been towed with). Check the metal rings for fractures.