

# LVVSA Operational Notes for AutoTows

1. We will be using 123.3 as our communications frequency to avoid the normal Jean area radio traffic.
2. Check in with the FOO to get on the list for each glider and to find out which glider is launching next.
3. Once the takeoff and landing areas have been designated keep clear of them while walking or driving.
4. Keep on the lookout for landing gliders at any time. If the rope breaks on a tow the glider could land anywhere on the lakebed.
5. Radios will be used for all launches and will be augmented by rule 6.
6. The signal for taking up slack in the rope will be to rock the wings up and down. When the slack is completely taken up, the glider's wing tip will be lowered to the ground and kept there. When the pilot is ready, the glider's wings will be lifted and held level. This will be the signal to the tow driver to initiate the tow.
7. Once the glider touches down expect strong deceleration when you lower the skid to the dirt. Keep your belts tight.
8. The charge for all autotows, for Club or private gliders, will be \$10 each, regardless of the altitude attained. Pilots of the 2-33 and the 1-26 will not be charged for glider time. A FOO sheet will be kept but charges will be put on your account and payment will not be required until the next weekend. The normal Club rule of 1 hour maximum if others are waiting for the 1-26 will be observed. The 2-33 will be used for training only unless there is nobody waiting for training and then the 1 hour maximum will be observed.
9. The Grob may be taken to the lakebed but will be aerotowed only. Normal Grob rates and tow rates will apply.
10. The Janus will be aerotowed only. Normal rates will apply.
11. Be SURE you know the Maximum Ground Launch Speed for any glider that you plan to pilot on autotow. Look in your POH to find that speed.