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Contact: FAA Glider Flying Handbook Excerpts

Glider Handbook, Chapter 7: Launch & Recovery Procedures and Flight Maneuvers ([faa.gov](https://www.faa.gov))

"One of the most dangerous occurrences during aerotow is allowing the glider to fly high above and losing sight of the towplane. The tension on the towline caused by the glider pulls the towplane tail up, lowering its nose. If the glider continues to rise, pulling the towplane tail higher, the tow pilot may not be able to raise the nose. Ultimately, the tow pilot may run out of up elevator authority...Upon losing sight of the towplane, the glider pilot must release immediately."

Glider Handbook, Chapter 8: Abnormal and Emergency Procedures ([faa.gov](https://www.faa.gov))

"Towing failure incidents related to rope breaks are not as common as other distractions in the glider cockpit... While the best course of action depends on many variables, such as runway length, airport environment, density altitude, and wind, all tow failures or emergency release have one thing in common: the need to maintain control of the glider."

"If the towplane loses power during the takeoff, the tow pilot should maneuver the towplane to the left side of the runway. If the glider is still on the runway, the glider pilot should pull the release, decelerate using the wheel brake, and be prepared to maneuver to the right side of the runway. If the line breaks, is inadvertently released, or the towplane loses power after the glider is airborne, the glider pilot should pull the towline release, land ahead, and be prepared to maneuver to the right side of the runway. [Figure 8-12, panel 1] Pulling the towline release in either case ensures that the rope is clear of the glider."