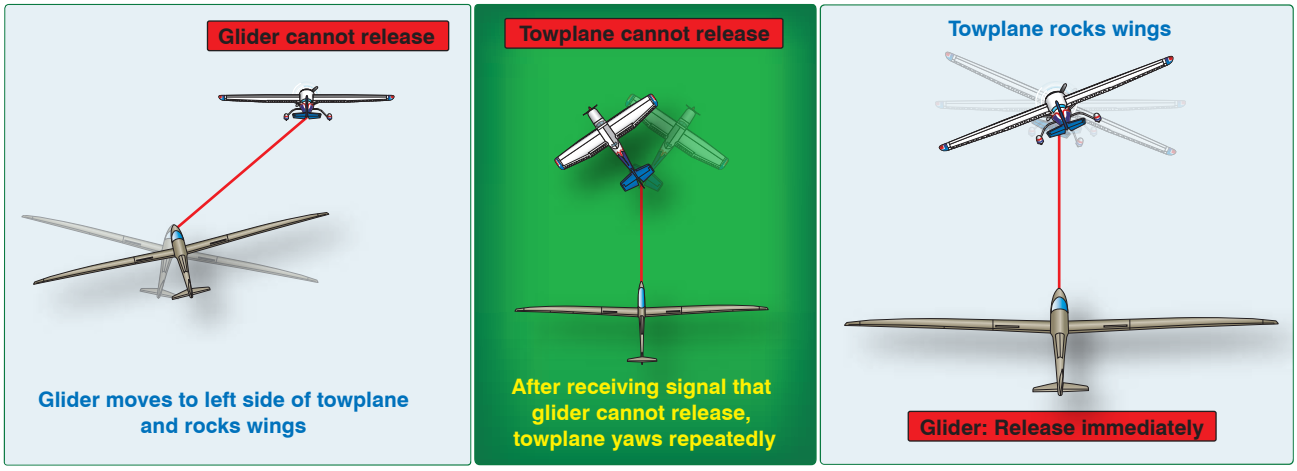

Figure 8-7. *Towplane and glider signal due to release mechanism failure.*

Since some gliders do not back release, the glider pilot should pull the release to ensure the towline is in fact released.

Towplanes are usually fitted with a variant of the Schweizer or Tost glider tow hitch. *[Figures 8-8* and *8-9]* The hitch is usually located at the extreme end of the rear fuselage below the rudder. The specific rings used to attach towlines to these hitch types can be seen in *Figure 8-10*. The wing runner must be familiar with the correct method of attachment. If the towplane has the Schweizer tow hitch, it is possible for the tow ring to rotate forward so that it traps the sleeve that locks the tow hitch in place. This may prevent the tow pilot from releasing the towline. *[Figure 8-11]*

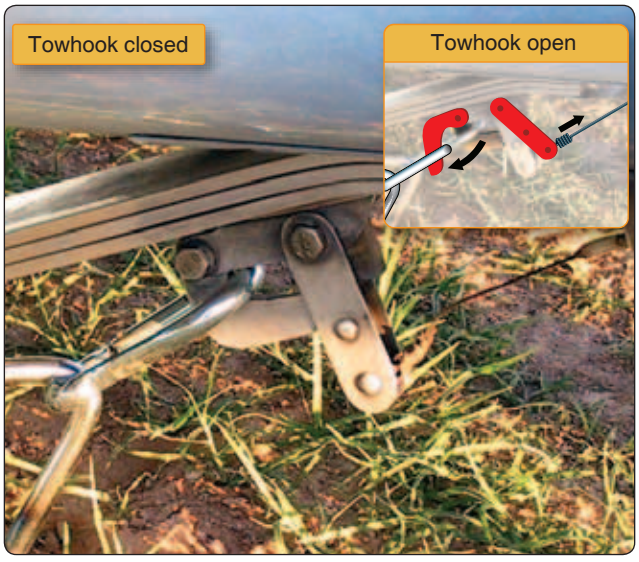

Figure 8-8. *A Schweizer tow hitch.*

Failure of both towplane and glider release mechanisms is extremely rare. If it occurs, however, radio or tow signals between glider pilot and tow pilot should verify this situation. The glider pilot should move down to the low tow position

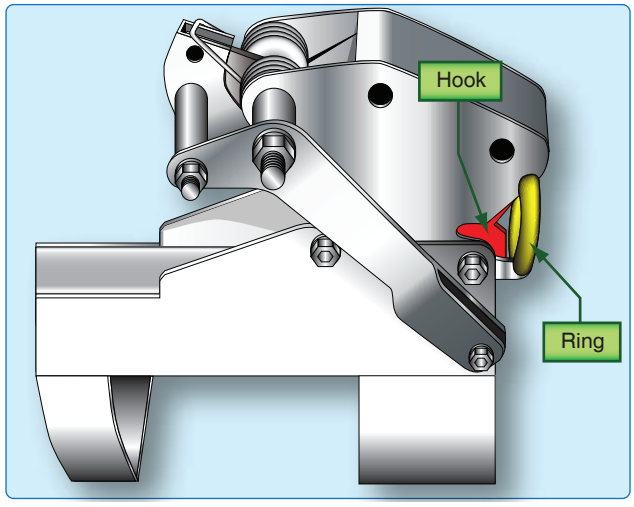

Figure 8-9. *A Tost tow hitch.*

Figure 8-10. *Examples of Schweizer and Tost tow rings.*