

BHPA Aerotow tug/ glider matching chart. 29/03/2023

No Aerotow of gliders below 5.4 A/R.

Glider Group 1	A/R	Tugs	Notes
WW Falcon 3 145	5.4	Fun / Fox	50/50 bridle only No foot launching
WW Falcon 4 145	5.4		
Elipse SofR L	5.4		
Falcon 3 170	5.5		
WW Falcon 4 170	5.5		
Moyes Malibu 166	5.5		
WW Falcon 3 195	5.6		
WW Falcon 4 195	5.6		
WW Falcon Tandem* 3 & 4	5.6		
AerosTarget 13	5.6		
Aeros Discovery 160	5.6		
Aeros Discovery 195	5.6		
Aeros Fox 13	5.6		
Icaro RXBip Tandem	5.6		

Glider Group 2	A/R	Tugs	Notes
Aeros Target 16 /19	5.7	Fun / Fox	50/50 bridle recommended No foot launching with 50/50 bridle
Moyes RX2 L	5.7	XL/ AX2000	
NorthWings T2	5.7		
Airwave Fly 2 Tandem	5.7		
Aeros Fox 16	5.7		
Aeros Fox 19	5.7		
Airborne Sting 3 154/168	5.7		
Icaro Piuma L	5.7		
Elipse Windee S	5.7		
Elipse Next S	5.7		
Elipse Next L	5.7		
Moyes RX2 S	5.8		
Moyes Malibu 188	5.8		
Aeros Discovery 210	5.8		
NW Horizon ET 160	5.8		
NW Pulse 9m	5.8		
Elipse Twist L	5.8		
Airwave Pulse 2	5.9		
Avian Rio2 15	5.9		
Avian Fly 15	5.9		
Airborne Sting ii 175	5.9		
NW Horizon ET 138	5.9		
NW Horizon ET 180	5.9		
NW Pulse 10m	5.9		
Avian Amour 139	6		
Avian Rio 2 15	6		
Avian Rio 2 17	6		

Glider Group 2 Cont'd	A/R	Tugs	Notes
Avian Fly 17	6	Fun / Fox	XL/ AX2000
NW Freedom2 150	6		
NW Pulse 11m	6		
Icaro Piuma S	6		
Icaro Piuma M	6		
Elipse Twist S	6		
Elipse Next M	6		
Eagle 180	6.1		
Icaro Relax 16	6.1		
Eagle 145/164	6.2		
NW Freedom2 170	6.2		
Elipse Twist M	6.2		

Glider Group 3	A/R	Tugs	Notes
WW Sport 2 175	6.3	Fun / Fox	These gliders are reported to be challenging on tow
WW Sport2 135/155	6.4	XL/ AX2000	
WW Sport3 135	6.4		
WW Sport3 155	6.4		
WW Sport3 170	6.4		
NW Freedom2 190	6.4		
Moyes Gecko 170	6.4		
Avian Java 140	6.5		
Moyes Gecko 155	6.5		
Avian Amour 159	6.6		
Moyes Litesport 5	6.7		
Moyes Litesport 4	6.7		
Elipse Windee L	6.7		
Elipse Windee XL	6.7		
Moyes Litesport 3	6.8		
WW U2	6.8		
Icaro Alto M	6.8		
Icaro Alto S	6.9		
Icaro Alto L	7		
Avian Java 150	7		
Avian Cheetah 160	7		
NW Liberty 148	7		
Moyes SX2	7		
Elipse Windee M	7		
SW Scandal 12	7.1		
SW Rumour 3 13	7.1		
NW Liberty 158	7.1		

Glider Group 4	A/R	Tugs	Notes
Aeros Discus 15	7.2	Fun/ Fox	Quantum
Moyes Litespeed 3	7.2	XL/ AX2000	
LM Cobra	7.2		
WW T2	7.3		
Aeros Discus 14 / 13	7.3		
Icaro Laminar Z8	7.3		
SW Rumour 3 14	7.3		
SW Scandal 13	7.3		
Airwave Classic	7.3		
Moyes Litespeed RX 5	7.3		
WW T2	7.4		
Avian Evo 2 140	7.4		
SW Scandal 14	7.4		
SW Rumour 3 15	7.4		
Moyes Litespeed 4 / 5	7.4		
Airwave Kiss 154	7.4		
Avian Puma 13.5	7.4		
Avian Evo3 140	7.4		
Icaro Laminar 12.6	7.4		
Icaro Laminar 13.7	7.4		
Icaro Laminar 14.8	7.4		
Litespeed RX 3	7.4		
Icaro Laminar Z8	7.5		
Avian Cheetah 150	7.5		
Avian Evo3 150	7.5		
Moyes Litespeed RX 3.5	7.5		
Seedwings Spyder 14	7.6		
WW T3 144	7.6		
WW T3 154	7.6		
Icaro Laminar 13.2	7.6		
Moyes Litespeed RX 4	7.6		
Aeros Combat 09	7.7		
Icaro Laminar Z8	7.7		
Icaro Laminar 14.1	7.7		
Aeros Combat 09	7.8		
AIR ATOS models	8.0+		
Aeros Combat GT/C models	8.0+		
LM Top Secret Tsunami	8.0+		
Flight Design Ghostbuster	8.0+		
Flight Design Exxtacy	8.0+		

Notes:

*The Wills wing Falcon 3 & 4 tandem models have a Va of 42mph, They may therefore be towed by the XL / AX / Fun / Fox & Quantum

Pilots, Coaches and Tug operators should be aware that a gliders from the lower end of the AR division, and pilots flying towards the bottom of the certified glider weight range will be a more challenging combination.

With 50:50 bridles, particular attention to the keel connection point and and the release set up is required.

An experienced AT pilot or coach **must** check that there is no tendency for the nose to be pulled down and that the release can be promptly , operated at any point. Refer to the Technical Manual for details

The combination of a 50:50 bridle and footlaunching can be hazardous, particularly in light wind conditions or by pilots inexperienced in this technique. It is not allowed

Guidance should be sought from the glider manufacturers where glider speeds and/or tow characteristics are unclear

It is possible for the slower tugs to tow at an airspeed that is uncomfortably slow for the fastest gliders. Pilots of these gliders are responsible for communicating their preference of airspeed to the tug pilot.

Various factors including height clearance from the base bar, VG settings, Pilot currency and environmental factors such as thermic conditions will play a significant role in determining optimum towing speed.