



## Aero tow ropes

We distinguish between the special cable for the Tow cable retraction winch and ropes for aero towing.

### Cable for CRG

Synthetic cable in multi layer construction, smooth surface for knot-free cable retraction.

The cable is delivered on a cardboard reel, for direct winding onto the cable drum in the aircraft's fuselage.

P/N	Description	Length m	Max. load daN	Colour	Ø mm	Mass g
300550	Cable for CRG, standard length	50	1160	white	6,1	1920
300556	Cable for CRG	60	1160	white	6,1	2250
300560	Cable for CRG, cut to length	250	1160	white	6,1	8700



Cable for CRG

### Aero tow ropes RED STAR, ELASTIK, EXKLUSIV

All aero tow ropes from Tost are delivered completely fitted "ready to tow".

- At the tug side equipped with connecting ring pair to LN 65091
- At the glider side equipped with complete weak link unit in reserve system including protective sleeve and connecting ring pair

As standard, the white weak link No. 5 with a breaking load of 500 daN is fitted. Please note on your order if you need an other weak link breaking load. In this case we shall fit the required weak link ex works.

#### Excerpt from the SBO

Regarding aero tow ropes, please refer to section 2.2 for single tow and 2.3 for double tow.

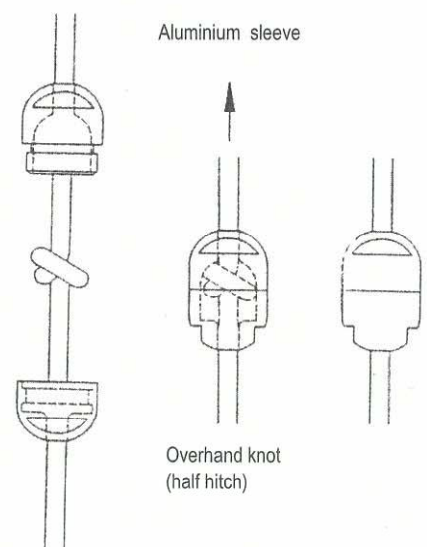
The following rope lengths are stipulated:

Single tow 40 - 60 m length

Double tow short rope 30 - 40 m length

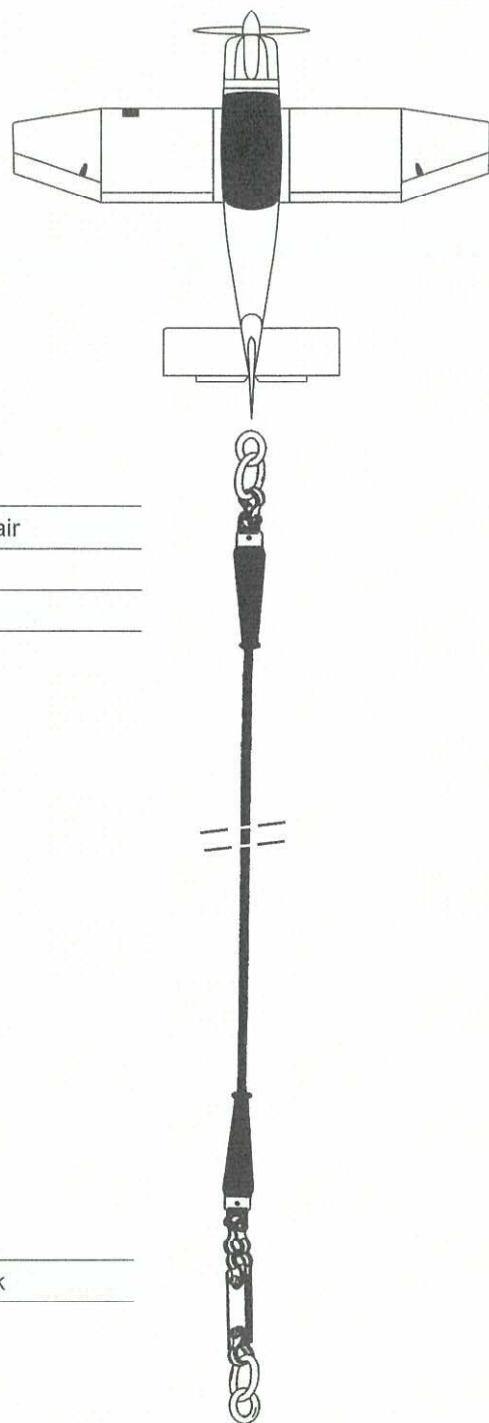
Lee-position long rope 50 - 60 m must be released first

The difference between the short and the long rope has to be at least 20 m.



2-part aluminium sleeve  
screwed over the knot in the cable

## Schematics



### Tow release

E 85 or E 22

102000	Connecting ring pair
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113400	Shackle
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### Aero Tow Rope

Length 40 – 60 m

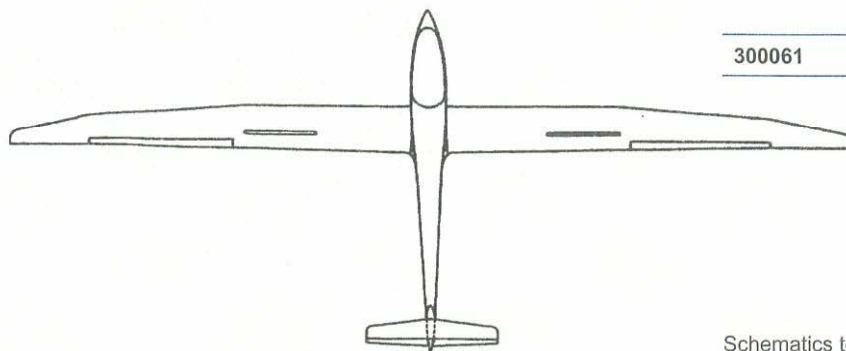
### Complete weak link

with connecting ring pair

110010	Complete weak link
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### Nose release

E 85 or E 22



### CRG

Design of winch unit depends on aircraft type



### CRG cable

50 or 60 m

### Cable stop plate and guillotine

### End piece

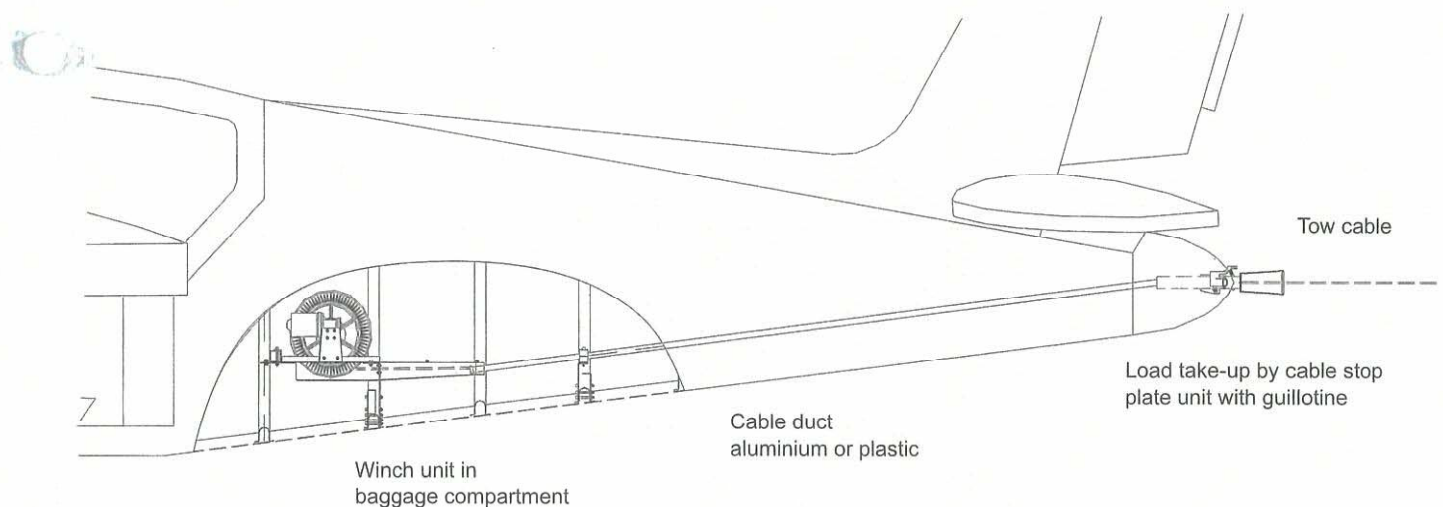
with connecting ring pair and weak link

300061	End piece
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## CRG – Tow Cable Retractor Winch with Guillotine

The tow cable retractor winch with guillotine allows the tow cable to be retracted during descent, and, in the event of danger, to be chopped. This has substantial safety and cost benefits compared with conventional aero tow:

- No cable drop with potential risk to people or aircraft
- Considerably diminished noise levels since aircraft can land right away
- More economical operation through elimination of cable drop and reduced flight time
- No delays in aircraft starts due to tracing and retrieving tow cables
- In the event of danger, the tow cable can be chopped anytime to sever the link between glider and tug, also under high loads and large cable angles



The retractor winch is installed in the fuselage (baggage compartment); the load is taken up by the cable stop plate unit mounted to the tow support in the aircraft tail. Once the glider pilot has released the tow cable, the tug pilot retracts the cable and is ready for the next towing job.

Since 1981, about 700 of these CRGs (previously known as System Feuerstein) have been successfully deployed all over the world. Refer to the tables for a list of EASA-approved installations.

CRGs are installed as standard by aircraft manufacturers, but retrofitting older aircraft is also possible and is done very often by gliding clubs. We consult you profoundly.

The requirements of the regional authorities for airfield approvals are increasing. With the installation of a CRG in the towing aircraft those requirements can be fulfilled more easily. Also the neighbours will profit from the decreasing emissions.