

MID-GEORGIA SOARING ASSOCIATION

MGSA POLICY & PROCEDURES FOR ASK - 21 REMOTE WINTER OPERATIONS AT CHILHOWEE

The following Policy and Procedures is applicable when the club ASK-21 has been relocated to the Chilhowee Gliderport during the winter months to afford MGSA members and their guests opportunities to fly a dual place glider at a remote location with a ridge and serene environment.

Safety and operational procedures will be required for member use of the MGSA ASK-21 (N2MG) while based at Chilhowee Gliderport. In order to assure proper operations, maintenance, the following policies and procedures are set forth for member reference and compliance.

Any qualified MGSA Full Member (in good standing) is entitled to its use contingent upon acceptance and compliance with the following policies and procedures:

1. ASK-21 sign-off by a MGSA CFIG is required for all PIC's and a separate Chilhowee ridge qualification flight with a CFIG or a MGSA member experienced with both Chilhowee Gliderport and the ridge will be required for all new ridge PIC's to assure familiarity and competency with the unique characteristics and safety considerations of this ridge.
2. All cross-country flights are subject to MGSA qualification standards and retrieval contingency planning. Remember that flight beyond gliding distance of the Chilhowee Gliderport is considered cross-country flight. Even when cross-country flight is not planned, it is possible to land-out. Therefore, no PIC may operate the ASK-21 unless that PIC (or someone else at the Gliderport) is knowledgeable on the assembly procedures for the ASK-21.
3. All PIC's will conduct proper radio communications using radio frequency 122.9 and when within 1 mile of the airport under 3,000 feet.
4. Advance notice of interest or intent to fly the ASK 21 must be communicated via the MGSA e-list mgsa@mgsa.groups.io to inform other members and allow advance coordination of its use. Such notice must be given to the e-list no later than 9 PM of the prior day. Club rules and policies, as set forth in MGSA Operating Policies, will apply in terms of priority scheduling for badge and record attempts but it is expected that members will accommodate each other's flying intentions at Chilhowee, the standard "one hour" flight rule will not apply; instead, flight time will be divided up by those who announced their intention to fly at Chilhowee on the prior day. Instruction or guest flights are not entitled to any scheduling or duration priority.
5. No commercial flights (Discovery Rides or non-MGSA guests) are to be given in N2MG at any time by any PIC while at Chilhowee. All walk-on and local ride prospects must be referred directly to Chilhowee Soaring Association (CSA) for fulfillment in their own equipment.

6. The ASK-21 is stored in its trailer at a location designated by CSA. Rigging and de-rigging will need to be performed each day the aircraft is utilized. It is the responsibility of those attending Chilhowee on any given day to ensure it is properly rigged prior to flight and properly derigged and trailer secured prior to departure. Under no circumstances is the glider to be left rigged unless fair weather is assured and flights are anticipated the following day.
7. All flights in N2MG are to be reported to the MGSA treasurer (Mitch Deutsch at mitchdeutsch@comcast.net) on a daily basis. If a single individual assumes OD duty, he may submit a combined log report. The standard MGSA \$5/flight self-insurance surcharge fees will not be collected but will instead be charged to the member's account. All tow fees are to be paid directly to CSA.
8. Any operational, maintenance, or safety issues or concerns must be reported to the designated MGSA Maintenance Officer for resolution (Hartley Falbaum hfalbaum@comcast.net).

CHILHOWEE ASK- 21 CHECK LIST

- _____ PIC is qualified to fly the ASK-21 at Chilhowee (current Full MGSA member, ASK-21 Sign off, ridge qualified, currency, cross-country requirements).
- _____ PIC has read and understands the Chilhowee "Rules of the Road" for the Chilhowee ridge (posted at Chilhowee club house by CSA).
- _____ PIC has done a pre-flight inspection, control surface tape inspection (especially elevator), and positive control check.
- _____ PIC has checked condition and currency of MGSA parachutes if they are to be used.
- _____ PIC has coordinated ground handling and towing requirements with the CSA OD
- _____ Battery installed with secure mounting bracket and operating normally.
- _____ Radio frequency set for 122.9 (MULTICOM).
- _____ Flight times recorded on this check list and will also be reported directly to MGSA treasurer by PIC (or designated MGSA OD) within 24 hours.
- _____ End of flying wash down and cockpit inspection.
- _____ Battery removed and placed on charger.
- _____ Parachutes properly stored in club house.
- _____ Canopy cover installed.
- _____ Final check for new possible hull damage and maintenance items.
- _____ Tow fee(s) paid along with any other charges (camping, etc.)

Flight times:

Comments:

PIC Name & Signature _____

Date _____ **(File this page in the MGSA Notebook)**