

**MID-GEORGIA SOARING ASSOCIATION**  
New Member Airfield Orientation Checklist

Preliminaries:

- Welcome!
- Backgrounds / logbook review / training folder start if add-on / training roster objectives
- Confirm access to club email, website, K-21 POH, F&OR
- Discuss airport gate code if locked (2535 west side/1400 east side/interchangeable)
- Discuss hangar office door code if locked (5448), and how to unlock door from inside
- Study ref's: GFH, Wander's Pvt Made Easy, PTS

Airfield overview:

- Discuss local airspace and Monroe airport to include wall chart, CTAF freq, standard patterns, runway length, and local airspace (ATL sectional)
- Discuss pattern flexibility based on safety, traffic, and desired stopping point
- Discuss common glider stopping points and their purpose, along with associated pattern aim points

Pre-flight procedures:

- Discuss/demo main hangar door opening procedures
- Discuss/demo golf cart and glider removal procedures emphasizing spotters on nose, tail, and wingtips
- Emphasize tail spotter needs to be behind glider tail to watch elevator, not in front by tail dolly
- Emphasize "Stop!" call to prevent glider damage during hangar unpacking
- Discuss/demo removing glider from red hangar dolly and orange tail dolly (often done wrong)
- Discuss/demo glider preflight inspection, including K-21 unique preflight items (proper rigging)
- Point out glider battery charging station, and ship-specific color coded chargers
- Discuss NOT hooking up glider to golf cart until ready to ground tow, and why
- Discuss/demo positive control check, with new member as PIC on control stick, and why
- Discuss ground towing procedures (speed, rope length, obstacles, wing walker positioning, etc.)
- Discuss glider parking at keyhole, takeoff safety cone, vehicle-free area, vehicle parking area

Golf cart tour:

- Drive full length of airfield with emphasis on landable grass area, jump drop zone, unlandable areas to include ditches, PAPI lights, etc.

#### Interaction with jump plane/jumpers:

- When to delay staging glider on runway
  - Where to avoid thermaling if King Air taking off
  - Where to avoid thermaling if you hear “2 minutes to jumpers away”
  - Where to avoid jump plane high, steep downwind
  - When to fly your normal pattern when you need to land (always)
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#### Post-flight procedures:

- Last flight of day use of mid-field stopping point, and why
  - Positioning of golf cart well clear of stub taxiway/runway so glider can be pushed clear of runway (not towed clear of runway)
  - Preparing gliders for hangaring 3 B's: bugs cleaned, batteries (color coded) on charger, ballast removed if used
  - Glider hangaring sequence: K-21 first in/up in hoist, then 102, then K-21, finally Discus
  - Golf cart/orange cones last
  - Discuss/demo closing hangar doors
  - Point out final closing checklist on back of hangar office door to include door locking procedure
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