

## MID-GEORGIA SOARING ASSOCIATION

### Club Member Operational Reminders

#### Preliminaries. Be familiar with:

- The MGSA website home page menus: Glider POHs, instrument manuals, F&OR and much more
- The airport gate codes if locked (2535 west side/1400 east side/they are interchangeable)
- The hangar office door code if locked (ask a fellow MGSA member for confirmation); inside knob vertical (unlocked) and horizontal (locked)

#### Airfield overview. Understand:

- The local airspace and Monroe airport to include wall chart, temporary SDM avoidance areas, local landmarks, CTAF frequency, standard patterns, runway length, and local airspace (ATL sectional)
- Landable and unlandable areas on the airfield
- Pattern flexibility based on safety, traffic, and desired stopping point
- Common glider runway stopping points and their purpose, along with associated pattern aim points

#### Pre-flight thru post-flight procedures. Understand:

- The main hangar door opening/closing procedures to include pinning doors to floor holes in the open position
- Golf cart servicing should be done before removing carts from hangar
- Glider removal procedures require spotters on nose, tail, and wingtips
- Tail spotter needs to be behind glider tail to watch elevator, not in front by tail dolly
- Everyone need to be ready with "Stop!" call to prevent glider damage during hangar unpacking
- How to remove glider from red hangar dolly and orange tail dolly
- Glider preflight inspection, including checking for proper rigging and tire pressures
- The glider battery charging station, and ship-specific color-coded connections
- The positive control check with PIC on control stick
- When positioning a golf cart near a parked glider make sure to leave room to depart in forward gear, never back up which could cause unseen glider damage
- Why we don't hook up glider to golf cart until immediately ready to tow
- Ground towing procedures (speed, rope length, obstacles, wing walker positioning, etc.)
- The glider parking sequence at keyhole to preserve the takeoff safety cone, vehicle-free area, vehicle parking area, etc.
- The importance of covering canopies and fully removing tail dollies when parking gliders
- The importance of not reaching thru the small side windows to pull the tow release after ground towing

- The importance of the Skydive deconfliction plan in terms of our temporary avoidance areas based on their standard radio calls
- The importance of minimum time on the runway for takeoff. Have most of Before Takeoff Checklist complete in the keyhole before staging.
- During multiple glider launches the importance of minimizing towplane idling time. As #2 for launch be in the cockpit running the checklist.
- The takeoff signals and use of full wheel brakes on 3-wheel/c.g. hook gliders as Pawnee takes out slack rope
- The proper radio call after tow release is “(callsign such as 2MG) off tow”. Never “glider off tow” due to other nearby soaring operations on the same frequency.
- The importance of active listening to help deconflict flight paths prior to entering the traffic pattern
- The need to always fly a safe pattern when you need to land
- The difficulty of removing the glider from the runway if stopped abeam the grass ditch just north of the mid-field taxiway
- All gliders should be expeditiously moved off the runway after landing. Three-wheel gliders don't need a tail dolly to turn glider towards grass. Golf carts should remain well clear of runway so glider can be pushed (not towed clear) of runway.
- Last flights of the day use of the mid-field stopping point and that the mid-field stop intention should be announced prior to pattern entry to alert other aircraft
- While preparing gliders for hangaring include the 3 B's: bugs removed, batteries (color coded) on charger, ballast removed if used
- The glider hangaring sequence: K-21 first in/up in hoist, then in either order 102 and K-21, finally Discus last
- Proper positioning of golf carts in hangar as well as the proper storage location for all club equipment
- Final closing checklist located on bottom of OD log and on back of hangar office door
- The vital importance of reporting glider equipment problems right away to the club Maintenance Officer