

Club Member Operational Reminders

Preliminaries:

- Be familiar with the MGSA website home page menus: Glider POHs, instrument manuals, F&OR and much more
- Know the airport gate codes if locked (2535 west side/1400 east side/they are interchangeable)
- Know the hangar office door code if locked (5448), inside knob vertical (unlocked) and horizontal (locked)

Airfield overview:

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

Pre-flight thru post-flight procedures:

- Be familiar with main hangar door opening/closing procedures to include pinning doors to floor holes in the open position
- Understand that golf cart servicing should be done before removing carts from hangar
- Understand glider removal procedures emphasizing spotters on nose, tail, and wingtips
- Understand tail spotter needs to be behind glider tail to watch elevator, not in front by tail dolly
- Be ready with "Stop!" call to prevent glider damage during hangar unpacking
- Understand how to remove glider from red hangar dolly and orange tail dolly
- Understand glider preflight inspection, including checking for proper rigging
- Understand the glider battery charging station, and ship-specific color-coded connections
- Understand the positive control check with PIC on control stick
- Understand why we don't hook up glider to golf cart until immediately ready to tow
- Understand ground towing procedures (speed, rope length, obstacles, wing walker positioning, etc.)
- Understand glider parking sequence at keyhole to preserve the takeoff safety cone, vehicle-free area, vehicle parking area, etc
- Understand the importance of covering canopies and fully removing tail dollies when parking gliders
- Understand the importance of not reaching thru the small side windows to pull the tow release after ground towing

- Understand the airfield layout with emphasis on landable grass area, jump drop zone, unlandable areas to include ditches, PAPI lights, etc.
- Be familiar with the Skydive PowerPoint presentation in terms of our temporary avoidance areas based on their standard radio calls
- Understand the importance of minimum time on the runway for takeoff. Have most of Before Takeoff Checklist complete in the keyhole before staging.
- Understand during multiple glider launches to minimize towplane idling time. As #2 for launch be in the cockpit running the checklist.
- Understand the takeoff signals and use of full wheel brakes on 3-wheel gliders as Pawnee takes out slack rope
- Understand the importance of active listening to help deconflict flight paths prior to entering the traffic pattern
- Understand the need to always fly a safe pattern when you need to land
- Understand the difficulty of removing the glider from the runway if stopped abeam the grass ditch just north of the mid-field taxiway
- Understand that 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.
- Understand the 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
- Understand preparing gliders for hangaring include the 3 B's: bugs removed, batteries (color coded) on charger, ballast removed if used
- Understand the glider hangaring sequence: K-21 first in/up in hoist, then in either order 102 and K-21, finally Discus last
- Understand proper positioning of golf carts in hangar as well as the proper storage location for all club equipment
- Understand final closing checklist located on bottom of OD log and on back of hangar office door
- Understand the vital importance of reporting glider equipment problems right away to the club Maintenance Officer