

MID-GEORGIA SOARING ASSOCIATION

DAILY SAFETY BRIEFING – for all glider and tow pilots! (v3.19.26)

1. TODAY'S WINDS AND WEATHER, NOTAMS, TFRs.

- If thunderstorms are forecast, read the “**Storm Recall** Briefing” at the bottom of this document.

2. CLUB GLIDER SQUAWKS? PREFLIGHT/POSITIVE CONTROL CHECKS FOR EVERY GLIDER TO FLY?

3. TODAY'S SKYDIVE RELEASE PLAN:

4. KEEP DANGER (SAFETY) CONE CLEAR: 30 degrees either side of glider nose until 100' from runway.

5. NO RUNWAY INCURSIONS: No staging until landing aircraft slows to taxi speed.

6. PERFORM RADIO CHECK WITH TOW PLANE PRIOR TO ALL LAUNCHES – “**Towplane 23Lima, Glider 2MG** radio check”, followed by two “loud and clear’s”.

7. OD SHOULD REMIND ANY HOLDING SHORT POWER TRAFFIC TO LEAVE ROOM FOR ANY ROPE BREAK EMERGENCY LANDING – at least one minute.

8. STAY ON 122.9 WITHIN 5 MILES OF THE AIRPORT. LISTEN FOR JUMP PLANE CALLS:

- WHEN JUMP PLANE CALLS FOR TAXIING – Exit Runway 3 departure extended centerline.
- WHEN JUMP PLANE CALLS 2 MINUTES TO JUMPERS AWAY – Exit one mile drop zone radius. Safe references outside drop zone include downtown Monroe and large warehouses SW/NE of runway.
- IF UNABLE TO CLEAR ABOVE AIRSPACE DUE TO INSUFFICIENT ALTITUDE – land now safely.

9. LAUNCH PROCEDURES REVIEW:

Glider pilot:

- Accept tow rope for hookup only after “Before Takeoff Checklist” is complete.
- Three wheel and CG hook gliders first **apply maximum wheel brake**, to avoid overrunning the tow rope, and then,
- Provide a thumbs up when ready for wings level and takeoff.
- Release wheel brake/close and lock spoilers when takeoff roll begins.
- Avoid distractions that take eyes off tow plane. Can cause kiting.
- Be ready for rope break/PT3.

Ground team:

- After receiving thumbs up check glider configuration (**spoilers deployed** and tail dolly off) and pattern clear before leveling wings.
- Provide take up final slack signal with large arm movements only after wings are level.
- Provide takeoff signal with large arm movements only after seeing glider rudder wag.

Tow pilot:

- Taxi on to runway while avoiding prop wash on open glider canopies.

- Take up final slack only after glider is wings level and take up slack signal is received from wing runner.

10. ANY PLANNED CROSS-COUNTRY TASKS? DESIGNATED RETRIEVE CREWS? (Not OD's job, just for general awareness)

11. TO THE MAXIMUM EXTENT POSSIBLE OBSERVE ALL GLIDER TAKEOFFS AND LANDINGS, AND LISTEN TO RELEVANT RADIO TRANSMISSIONS.

12. AT THE END OF THE DAY THE OD SHOULD DESIGNATE SOMEONE TO ASSIST THE TOW PILOT WITH PAWNEE POST-FLIGHT PROCEDURES.

13. SPECIAL CONSIDERATIONS:

- Use caution crossing the runway to retrieve the tow rope
- Other considerations?

14. VISITORS – RIDE PILOTS SHOULD BRIEF VISITORS USING THE MGSA VISITOR SAFETY BRIEFING IN THE OD CLIPBOARD.

15. BATTING ORDER – IN A COLLABORATIVE EFFORT DECIDE ON WHO WILL FLY WHICH GLIDERS, AND WHEN (LAUNCH ORDER). AFTER TRAINING AND DISCOVERY FLIGHTS HAVE BEEN COMPLETED, AND BEFORE THE LAUNCH OF THE PRIVATE SHIPS, ENCOURAGE THE OD TO TAKE A FLIGHT.

Storm Recall Briefing

- When a thunderstorm is perceived as a current threat to our operation, as determined by the OD with input from flying club members, the OD shall announce on the base station radio "**MGSA Storm Recall**" to create a **shared sense of urgency** for aircraft recovery. An attempt shall be made to get acknowledgement from airborne gliders.
- All Airborne Gliders land as soon as possible, stopping near midfield for rapid ground handling. The PIC has ultimate decision on where and when to land.
- All club gliders should be expeditiously towed to a least threatened area near the club hangar until they can be moved into the hangar.