

MGSA FIELD AND OPERATING RULES QUICK GUIDE

(created from F&OR June 6 2020)

This guide is a “Cliff Notes” version of the F&OR. Please consult that for details.

1. MGSA Membership and Flight Currency or Dues Currency Requirements

- The Pilot in Command is totally responsible for damage to Club equipment if a pilot flying Club equipment does not meet FAA or Club requirements!
- Only MGSA club members may handle the glider’s flight controls. This includes Discovery Rides, Friend rides, and CAP flights.
- Flying privilege requires current dues and tow fees, safety meeting attendance, OD duty signup, and FAA and MGSA rule compliance.

2. MGSA Members Flying Club Equipment

- Club members are required to have a logbook endorsement from a Club CFGI for each Club type to be flown.
- Prior to acting as PIC from the rear seat of any two-place Club glider, the member shall obtain a logbook endorsement for rear seat PIC from a Club CFGI for that type.
- A pilot flying any glider will not receive a tow by a club tow plane unless they have logged PIC time in a glider, at any location, within the past 90 days.
- Read the Club Field & Operating Rules
- Read the glider Aircraft Flight Manual for the models flown.

3. MGSA Membership Age Requirements

4. FLIGHT SAFETY

Flight safety is of foremost importance to the Club's membership and should be constantly promoted. Careless behavior on the ground or in the air is not tolerated.

Preflight:

- Before any glider is flown give a good preflight check and not just a quick walk-around look...even if it has just flown. This includes a Positive Control Check
- No club aircraft will be flown without an operable radio.
- Check the cockpit: Make sure items have not been left in the cockpit by the previous pilot or passenger. Loose objects could slip and damage the controls. ensure that the rear seat harnesses are secured and the C.G./ballast limitations are met.

Low thermalling: Thermalling in Club equipment is prohibited below 1,500 feet AGL over congested areas (i.e. City of Monroe) and below 1,000 feet AGL over other than congested areas.

Aerobatics: No aerobatics shall be performed in club equipment unless accompanied by a designated aerobatics instructor. Aerobatics shall only be performed in the red ASK21. All aerobatics must be performed in the designated aerobatics area. Designated aerobatics instructors may fly solo aerobatics.

Damage to Club equipment: The PIC of any Club aircraft is required to immediately report any damage incurred to the OD and an MGSA officer or board member, and to ground the aircraft immediately. Only the Club Maintenance Officer or an A&P may return the aircraft to service.

Skydive operation:

- Operations will be coordinated by the OD with Skydive Monroe prior to commencing the day's flying.
- The tow plane and all gliders will monitor Monroe CTAF (122.9 MHz) within a 5 NM radius of the airport.
- All MGSA ground traffic will come to a stop when jumpers are under canopy when in or adjacent to the jumper landing areas.

5. Field and Flight Operations**Operational day:**

- Club operations begin at noon each day. All operational personnel should be at the field by 11:00 am.
- If flight operations are cancelled or delayed, the OD shall ensure membership is notified, especially the tow pilot, instructors, and ride pilots.

Guests and/or visitors: Brief all visitors on flight operations emphasizing that gliders are silent in flight, and are committed to land once in the pattern. Visitors should not drive onto the field unless briefed by a Club member.

Ground handling/auto towing: Watch the pattern for approaching gliders and jumpers under canopy. Give way when you are moving a glider along the active grass runway. Give way to taxing power aircraft during glider towing/ground handling.

Takeoff and landing: Keep Active Runways Clear. Stage only when all checks are complete. We must not commit runway incursions. Wait till Pawnee slows to taxi speed before pushing out.

- **Landing:** All traffic patterns are left-hand. Move your glider off the active runway immediately after landing. All members must keep a look-out for aircraft joining the pattern and assist in rapidly clearing landed gliders from the runway.
- **Gliders staged for takeoff or parked shall remain clear of pavement until ready for takeoff.** When gliders are parked and left unattended, the canopies shall be secured and tail dollies removed.

Parked vehicles:

- Automobiles not necessary for moving gliders are to be parked 200 ft. from runway.
- Golf carts may park by tent.

Members waiting to fly:

- Access to gliders is first come, first served via the sign-up sheet on the OD clipboard. Flights are 1 hour in singles, 1.5 for 2 members in a twin.
- If the wait for any particular ship exceeds 4 pilots, then OD may shorten the times to 45 min for single occupancy or 1 hour 10 minutes for two pilots.
- Badge and record glider reservations for cross country flights must be made via the email list before 1800 the preceding evening.

Logging aircraft time: The flight time of each glider flight shall be duly recorded and include the pilot name, date, and time aloft by the OD.

Severe weather: When severe weather is approaching, the Club needs people fast! Wind gusts can be costly, and all gliders on the ground should be protected. If it is too late to move the gliders to a hangar, secure them in the best manner available.