

# Mid Week Flying 25/7/24

**Introduction:** Mid week flying is not intended as an instruction day, but instruction may occur where an instructor volunteers for the day. It is hoped that sufficient volunteers will be available, but instructors may be present in their own capacity to fly personally or attend to other matters. MWF will be run by the Duty Pilot even if an instructor is present unless the instructor has specifically volunteered as the Duty Pilot.

This document outlines the procedures to be conducted by the Duty Pilot and all Members attending MWF, as follows:

## Duty Pilot

1. A senior pilot (Silver C and 200 Hours) or another pilot authorised by the CFI.
2. May be an instructor, but only if specifically volunteering as the DP.
3. Overall responsibility for airfield operation including:
  - a. Conduct morning briefing in accordance with the morning briefing checklist.
  - b. Oversight of the airfield operations during the day, including set up, minimum ground crew, closing down the operation or nominating someone to be responsible for closing down (windsock down, equipment away and locked up).
  - c. Aware of procedure for incidents (on/off site), ensure log keeping and overdue action initiated for missing gliders.
  - d. DP may fly locally, but not cross country. The DP will send out an email on the Monday evening confirming:
    - i. Flying is on/off and a team is available – Winch Driver and/or Tug Pilot.
    - ii. Instruction – whether an instructor has volunteered for the day.

## Flying Authorisation:

1. **Pilots under Training** – Only with an instructor's supervision, if available.
2. **Solo pilots and Bronze C pilots with less than 50 hours solo** – Flying, including instruction and check rides will only be available if an instructor has volunteered for the day and supervises.
3. **Post Bronze C pilots with XC endorsement / SPL and 50 hours solo** - May fly so long as they are in currency, if wanting to fly cross country they need the approval of an instructor.
4. **Silver C pilots** - May authorise their own cross-country flights subject to the usual rules, i.e. checking of NOTAMS and suitable weather etc, currency in Field Landing practice should also be considered and usual precautions regarding land out, retrieve crews etc.
5. **BI's/IFP** - May only exercise their privileges under the oversight of an Ass Cat/Full cat present at the field. BI's cannot take responsibility/authorise flying in lieu of a Duty Instructor

## Organisation:

1. **Minimum Safe Operation:** It is not necessary for the caravan to be on the airfield (although it is highly recommended it is) for mid-week operations however a Land Rover and all radio's must be available at the launch point.
2. **Operations:** There must be a minimum of 3 trained persons for a safe operation:
  - a. Winch launching - winch driver, light operator/log keeper and a wing runner.
  - b. Aerotow - tug pilot, wing runner and radio operator/log keeper

**Please note - Instructors who have not specifically volunteered for instruction on the day should not be put under pressure to take charge of the airfield, authorise solo flights or carry out check flights on the day.**