

# Mid Week Flying

## Introduction:

Mid-Week Flying (MWF) is not primarily intended as an instructional day; however, instruction may take place if an instructor volunteers. While we hope to have sufficient volunteers, instructors may also attend in a personal capacity to fly or manage other matters.

MWF will be managed by the Duty Pilot, even if an instructor is present, unless that instructor has specifically volunteered to act as Duty Pilot.

This document outlines the procedures to be followed by the Duty Pilot and all members attending Mid-Week Flying, as detailed below:

## Duty Pilot (DP)

1. A senior pilot (Silver C and 200 Hours) or 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 coordinate via email or WhatsApp 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** – Non SPL holders may only fly with an FI(S) instructor's authorisation and supervision, if available.
2. **SPL 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. **SPL pilots with minimum 50 hours solo** - May fly so long as they are in currency, if wanting to fly cross country they need the approval of an FI(S) 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 FI(S) instructor 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 iaw “club Operating Rule 2” 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.**