

MGSA Training Options & Membership Information FAQ

Q: Can I get glider training through MGSA?

Answer: It depends. What aviation experience do you have? Do you have any ratings?

- **No ratings** will require “Ab Initio” (from the beginning) training that cannot be provided by MGSA since we only do weekend training and the learning curve is too long to prepare for first solo endorsements. Therefore, training at a commercial Gliderport that can offer better training intensity and instructor continuity will be the best option. Our Membership team can recommend several locations depending upon the prospect’s timeframe and finances.
- **Power ratings already held** enable the prospect to take “Transition” to a glider rating as a new member of MGSA or at a commercial location. A Private or Commercial “Add-On” glider rating training can be provided by MGSA depending upon the prospect’s power ratings level.
- **Lapsed Glider Rating-** If you are coming back after raising kids, moving, or any other life event that took you away from the sport, MGSA is a perfect venue to hone your skills and get current. Pilot ratings do not expire. All you will need is training to a high degree of proficiency for the Monroe environment, a Flight Review (if required by FAR 61.56), and PIC Endorsement for Club equipment from one of our instructors.

Q: MGSA is an organization based on a club environment. What are the PROs and CONs of a commercial glider operation versus the MGSA glider club?

Commercial: May be able to offer more frequent and consistent training to suit the student’s schedule. Typically costs are higher than a club.

PROs:

- Quicker opportunity to achieve the rating.
- Don’t have to join a club so no membership fees or duty obligations.
- Commercial operations are organized to provide structured training, which usually consists of a dedicated instructor for consistency of training.

CONs:

- More expensive training cost.
- Additional travel and lodging cost may apply.
- Lack of training in MGSA glider types and Monroe environment.
- Will not be exposed to as much variety of weather conditions due to shorter training time.
- Except for instructors, there is no mentoring by other members.

MGSA Club: Offers a highly qualified MGSA instructor staff using a standardized training syllabus that allows multiple instructors to interface with the student. Exposure to the local airport environment and equipment will be very beneficial as the student will be flying with MGSA after rating is achieved. If

student feels that their training needs to be accelerated, MGSA will assist in collaboration with a commercial Gliderport.

PROs:

- Lower cost, especially if prospect expects to fly with MGSA after adding glider rating.
- No glider rental fees, discounted training towing fees, lowest instruction cost.
- Exceptional glider equipment.
- Early integration into MGSA and support from members and mentors while flying premier equipment during training.

CONs:

- Potentially longer training process due to weekends only training and uncontrollable interference factors of weather.
- Clubs required membership duties.
- No ability to provide a single dedicated instructor. While the training is more diverse, it generally will take longer.

Q: How much does it cost to get a glider rating?

COMMERCIAL: There are seldom fixed training costs although one commercial Gliderport has quoted \$2,000 for Private Transition and \$2,500 for Commercial Transition. (This may not include FAA checkride expense). Ab Initio training is much longer and could cost \$4,000 - \$6,000. Instruction is \$40-60/hour and glider rental is \$40-60/hour usually with ½ hr. minimum per flight for glider and instructor. Tows are \$50.50 for 2,500 feet.

MGSA: (See www.soar-mgsa.org). To get a rating through MGSA, the first step is to join MGSA. A detailed cost is as follows:

1. Initiation Fee (one time, non-refundable)	\$ 500
2. Annual Dues (pro-rated for calendar year)	\$ 400
3. Annual Bond Interest	\$ 50
4. Soaring Society of America Annual Dues	<u>\$ 75</u>
Total	\$ 1,025

Thus, if you join in January, the cost is \$1,022. This total is reduced \$33.33 for each month you join after January. Instruction is \$30/hr., rental is \$0, tows for training to 2,500 feet are \$42.50. Private power transition training costs estimated at \$1,200 - \$1,500 including solo flights required. For Private Glider Rating, if you have 40 or more hours heavier-than-air time, this normally includes 8-12 dual and 10 solo flights with at least 3 hours total glider time. Commercial transition could be \$500 - \$700 more than private due to extra flights required. For Commercial it is 100 glider flights as PIC with at least 25 hours glider time OR with 200 hours heavier-than-air experience: 20 glider flights as PIC (assume 10-15 additional dual flights).

Q: How long will it take to get a rating?

Answer: Some Commercial glider ports can provide multiple, consecutive day training that accelerates the process for transition to 3-5 days if all goes well and the budget allows it. The club training could take 4-6 months depending upon frequency of training and level of commitment of student.

Q: What are the required qualifications for a glider rating?

Answer: FAA FAR 61.109 gives requirements for Private Glider and Power Transition FAA FAR 61.129 (f) gives requirements for Commercial Glider.

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgFar.nsf/FARBySectLookup/61.109

Q: What are the duty obligations for MGSA Full Members?

Answer: As a private club, Full Members are expected to serve as an Instructor, Tow Pilot, or Operations Director (3 times / year). Additionally, MGSA requires one to two maintenance days per year to service our equipment and hangers. Although these are “work” days, we do actually enjoy each other’s company and these events are fun, social outings. We’re playing with gliders ... cool!

Q: What is MGSA’s value proposition?

Answer:

- **Members!** MGSA is fortunate to have a talented collection of soaring enthusiasts. Each member brings his/her own specific capabilities to form a cohesive team of flying junkies. In addition to our love of soaring, we’re all good friends at the end of the day.
- **Equipment-** As for MGSA, our equipment is second to none. If you haven’t done so already, you should go to our website and see our Pawnee tow plane and four fiberglass gliders - www.soarmgsa.org. Our gliders include two Schleicher ASK-21s (two seaters), a Grob 102 (single seater), and a Schempp-Hirth Discus CS (single seater).
- **Location-** MGSA operates in Monroe, Georgia out of the Monroe/Walton County Airport (D73). Monroe is located only 44 miles due east of Atlanta right off Highway 78. To get directions, please use this address to properly arrive at the airport:

**525 Towler St
Monroe, Georgia 30655**

- **Low cost of flying-** The great value in our equipment is that we only charge a low \$5 per flight surcharge when flying the club aircraft, plus the cost of the tow. For a typical 2,500 foot tow, the cost of flying the glider is only \$5 surcharge + \$45 tow fee = \$50 total. If no other club member is waiting for the aircraft, then you can stay up as long as you like. If other club members are waiting for the aircraft, then there's a one hour limit per flight.
- **Cross country nature of club-** Our club is fortunate to have a large base of members who regularly fly cross country routes on good days. This access to cross country knowledge is a precious commodity as you progress in your soaring experience. Eventually, you’ll be looking to

fly out beyond the glider range of the Monroe airport and having this knowledge to learn from makes this next step more comfortable.

- **Four instructors-** MGSA now has a total of four glider instructors within the club. In having a large number of instructors available, we're able to provide instruction on almost every weekend (at least one day). This level of availability allows a more consistent training program for transition pilots.
- **Safety Conscious Club-** MGSA puts flying safety as a high priority within the soaring activities. We host a Safety Day at the beginning of every soaring season and require all members to attend. Additionally, every day of flying at Monroe is supported by an Operations Officer (Safety Officer) who is a member of the club. This member is dedicated to overseeing the flying activities of the day to ensure our safety policies and procedures are closely followed.

Q: What is MGSA looking for in terms of new members?

Answer: MGSA is looking for enthusiastic members who want to come out and learn, contribute, and participate in the sport of soaring. Also, given the investment by our instructors to providing training, we're also looking for members who are interested in a long term commitment to MGSA.

Q: I want to come out to visit MGSA at Monroe and possibly take a flight. What do I do?

Answer: The best first step is to come out and take a Discovery Ride. A Discovery Ride costs \$120 and includes a ride in one of our ASK-21 gliders with a commercial ride pilot. You'll be able to take a tow to 2,500 feet and the flight will last 20 – 25 minutes depending on conditions. This outing lets you visit Monroe, the Monroe/Walton County Airport (D73), MGSA and its members, see the outstanding equipment, and experience the sport of soaring. To arrange a flight, please contact our Discovery Ride Coordinator as indicated below:

Chip Haskell:

discoveryflight@soar-mgsa.org

Q: How do I get more information on club membership or training?

Answer: It is requested that all serious inquiries for MGSA membership and training information be referred to our MGSA Membership Chairman for further discussion and action. Please contact:

Dan Nugent:

membershipinfo@soar-mgsa.org

DN3/18

WH2/19

WH1/20

PG1/21