

Honolulu Soaring

at Dillingham Airfield (HDH)

Operating Procedures – Students and Renters

July 2005

All pilots acting as pilot-in-command must carry their pilot certificate and a government issued photo ID. All pilots must have flown at **HDH** within the last 90 days; otherwise, they shall either fly with a flight instructor or get the approval of a flight instructor before flying. All pilots shall meet the FAR-required currency for carrying passengers.

Soloed students shall consult with a flight instructor for a weather briefing before flying. **Students soloed by other flight schools** must get an area check out and complete Honolulu Soaring's Pre-Solo Written Test. They may be required to take additional ground and flight training prior to solo. **Students must carry their student certificate and logbook and a photo ID.** Their solo endorsement must be current. Honolulu Soaring's students, who have not flown with an instructor within the last 30 days, must fly with an instructor before making solo flights.

Only Honolulu Soaring flight instructors are allowed to give flight instruction in Honolulu Soaring equipment.

All pilots shall complete a flight check for **Runway 26** operations as well as downwind take off and landings before flying on west wind days.

Under **unusual** weather conditions, students and/or renters may not be allowed to fly – kona winds, very strong tradewinds, or other conditions deemed hazardous by the Company, or by a Honolulu Soaring flight instructor.

Cancellations for flight instruction must be made with 24 hours notice. No-shows and no-notice will be charged \$20.00.

Always check the surface wind and ask yourself "is the ridge working?" The windsocks at **HDH** stand straight out when the wind is 30-knots. Always check cloud movement for upper wind direction. When the upper wind is from the south, and if you take a high tow or gain altitude and fly over the ocean, the upper wind will cause you to drift away from the land.

Do not walk across the runway. Aside from being dangerous, the State unicom operator could give you a \$50 fine.

Always avoid overflying or flying near the drop zone. Skydivers jump upwind from the drop zone and drift toward it, so take the wind direction into account.

Equipment handling

Always perform a pre-flight inspection. Put the pitot-tube cover under the front seat cushion, and **check for ballast weight**, whether extra ballast is needed or not needed.

Squawk sheets are available at the sales desk to report maintenance issues.

Clean the canopy. Salt spray rapidly accumulates on the canopies. Cleaning cloths are located in the chief pilot's locker. Never use a dirty cloth or a cloth left in the glider – you might scratch the canopy. Take three clean cloths, get one sopping wet for cleaning, and use the other two to dry the canopy. Always make cleaning movements forward and aft along the canopy. Never use circles.

If you are flying solo, secure the cushions in the back seat with the seat belt and shoulder straps. Check to make sure the cushions do not impede stick or spoiler movement.

Check weight and balance. Additional flat ballast (lead plates) are located in the Chief Pilot's Locker. Always close the door of the locker. Place flat weights only under the forward seat cushion. Never put them in the back seat. Make sure the weights can **not** slip forward against the stick.

Always close and latch the canopy.

The phrase commonly used is "...if it is DOWN, it should be LATCHED !"

Do not use the canopy for a hand-hold. Do not push on the canopy.

Do not lift or lower the wing by pulling on the trailing edge of the wing or the ailerons.

When lowering a wing, do not let the wing slam into the ground by releasing it from the wingtip. On the SGS 2-33, work your way along the leading edge balancing the wing until you can reach the strut; then lower the wing.

When moving the glider, do not allow the tail of the glider to slam down.

Before pulling the glider onto the ramp, check for gliders on final approach. Don't pull your glider into a space another pilot may be planning to occupy upon landing.

Usually, there are no wing-runners; you will have to hook up the towrope yourself. After hooking up your glider, climb in immediately. **If you have hooked up the towrope and you must walk away from the glider, release the rope** and check to confirm the rope fell off the release.

Take Off

Position your glider on the ramp with the wing down toward the runway.

Make sure there is sufficient clearance between your glider and any other aircraft on the ramp ahead of you.

Do a complete pre take-off checklist. (**A**ltimeter set, **B**allast checked, **B**elts secured and tight, **C**able release, **C**ontrols (includes setting the trim), **C**anopy closed and locked, **D**ive brakes closed and locked, direction and speed of the wind). Do not skip any items or say any items without actually checking them. Use the mid-field windsock to check wind direction and speed. Do not leave your seat belt loose. Leave closing and locking the canopy to the last. When the towplane pilot sees you close the canopy, he/she will believe that the pre-take checklist is complete and start to slack out for take off. As best you can, look behind you and confirm that there is no other aircraft on final approach.

Pull the RELEASE if the towplane starts the take off and you are not ready.

When you 'fan' the rudder to signal the towplane that you are ready to take off, **do not slam the rudder against the rudder stops**. Always check to make sure there are no bystanders in front of your wing before fanning the rudder, and check for aircraft on final approach.

Normally, the towplane will be to the right of the glider. If so, start your take off roll with full right rudder to begin moving behind the towplane. Then use whatever rudder pressure is necessary to aim the glider's nose toward the trailing edge of the tow plane's rudder. This will move the glider into position directly behind the towplane before lift off. Start the take off roll with full stick deflection toward the up wing. This will allow you to begin leveling the wings as soon as the ailerons begin to work.

Expect to correct for a crosswind. Lower the wing into the wind slightly on the take off roll and use the rudder to move into position behind the towplane. You will be in the side slip when you lift off. Or expect to crab immediately after lift off. **Do not bank close to the ground.** If you lift off and drift, do not bank to get back behind the towplane. Stop the drift with a crab. Expect turbulence from the trees parallel to the runway.

Be ready for a rope break or other emergency. Know your options for a safe landing, based on altitude, runway remaining or position from runway, wind direction and wind speed. If you are taking off in a light wind or a light tailwind, consider how the wind will affect the climb out (lower altitude than normal) and how your options will be affected if the towrope breaks.

The Tow

If you take a tow from Soar Hawaii, use the big round Schweizer ring to hook up your glider. Do not use the small rectangular link – it will jam on the release hook and you might not be able to release the rope. **If you take a tow from Elmer Udd**, use the loop in the rope – just like Honolulu Soaring, except his rope is wrapped in duct tape.

As you are climbing on tow and approaching the ridge, be aware of other gliders/towplanes above you that might create a collision hazard by leaving the ridge and descending toward you or turning to put themselves above you. **You must look for other traffic quickly** and then look back at the towplane so you don't get out of position.

While on tow, if you lose sight of the towplane, release immediately.

Always check traffic in both directions before release. You are clearing traffic for both your glider and the towplane.

Never release below 1,000 MSL to fly the ridge. Do not release at 1,000 feet if another glider is flying the ridge toward you at approximately the same altitude. Tow higher for traffic separation.

Ridge Soaring

Follow the '**ridge rules**' and safe ridge-flying procedures. Never execute a reversing turn toward the mountain or circle toward the mountain unless you will be at least 1,000 feet AGL at your closest proximity to the mountain. Never fly directly toward the mountain or directly up the mountain. Always use a 45° angle, or less, when flying toward the mountain or when flying up onto the mountain.

Do not release below 1,000 MSL feet. After release, slow down to best glide speed. Do not immediately slow down to minimum sink speed. When you release at 1,000 feet MSL, you are only 100 feet AGL above ridge elevation and right beside the ridge. Crab for the crosswind to prevent your glider from drifting over, on top of, the ridge. And, check the variometer to confirm that the ridge is working. At 1,000 MSL feet, you are only 200 feet higher than the pattern entry altitude.

Students can not fly beyond the ends of the runway until released to do so by their flight instructor. A student pilot is never authorized to fly beyond the first satellite dome when flying west of the runway.

Students shall abide by any restrictions or limitations placed on their solo endorsement by their flight instructor.

Ridge Soaring (continued)

Remain within gliding distance of the runway at all times. Anticipate that you might lose the ridge lift.

Maintain a minimum of 500 feet AGL when flying on top of the ridge at all times.

The ridge starts at 900 feet elevation and slopes up to approximately 2,200 feet elevation before dropping off into the Makua Valley. Never allow your glider to drift onto the downwind side of the mountain.

Do not fly over the “toilet bowl”. Divert around the “toilet bowl” to the north face of the ridge. The “toilet bowl” has been the location of several accidents.

Do not fly along the face of the ridge below 1000 feet MSL. If you are at 1,000 feet MSL, you should be near the pattern entry point and planning your landing. If you leave the ridge to sightsee or practice maneuvers, plan so that you will have 1000 feet MSL or more when you return to the ridge.

Watch for other traffic on the ridge. There can be a lot of gliders in the air – all flying the ridge.

Also, watch for towplanes bringing gliders to the ridge and also towing high. Never expect another plane (whether it’s a glider or an airplane) to get out of your way.

Do not practice stalls over the ridge. Go over the ocean or over the flat land toward the east end of the runway. **Avoid the drop zone.**

To thermal on the ridge, you must be more than 1,000 feet AGL. If the ridge is working, the wind will drift you toward the rising terrain and toward the downwind side of the ridge. If the wind is strong, you will drift rapidly when circling. Watch for and avoid gliders flying the ridge.

Flying Over the Ocean

Watch for aerobatic gliders and airplanes in the aerobatic box. – parallel to the runway and just offshore.

Watch for skydive planes climbing and descending. The Caravan and King Air climb rapidly and can descend at 6,000 fpm. If you see skydivers in the air, start looking for skydive planes.

Preparing To Land

Always do a pre-landing checklist. Make sure you check wind speed and direction, determine your pattern speed, trim the glider, look for traffic, and check the spoilers/dive brakes for proper operation. While descending keep track of your altitude and position from the pattern entry point. Complete the pre-landing checklist before entering the pattern.

When checking traffic, look for glider traffic, descending towplanes, and check for airplane traffic in the pattern or entering the pattern on a 45° leg to the downwind leg. Check for traffic below you before descending. Move off the ridge, and do not allow the glider to drift back into the ridge lift.

While descending over the flat area between the mountain and the runway, do not make a 180° turn toward the mountain unless your altimeter indicates at least 1,500 feet MSL.

Ultra-light aircraft fly the glider pattern and land on the displaced threshold. Their pattern speed is approximately 60-65 mph. They are much smaller than other aircraft.

Pattern and Landing

Enter the pattern for Runway 8 on a crosswind leg, cross the #8 at **800 feet MSL** for a left pattern. If you encounter heavy sink while preparing to enter the pattern, you should cross the #8 higher than 800 ft. MSL. While flying the pattern, check for other traffic.

You are expected to fly the pattern, except in an emergency. In an emergency, forget the pattern and use your altitude to make a safe landing. You can modify the pattern as needed and land anywhere on the runway or the grass that parallels the runway to the north (ocean side).

Make a habit of flying the pattern with your hand on the spoiler handle. Never take your hand off the spoiler handle until the glider has landed and stopped moving.

Never use spoilers on the downwind leg, unless you are in lift.

Roll out on final, lined up with the runway. Do not line up to the left of the runway and expect the crosswind to drift you to the runway. **Correct for the crosswind appropriately by either crabbing or slipping.** Do not make little turns back and forth to maintain runway alignment.

If there is an aircraft on the runway, line up on the ramp to the south (your right/mountain side).

The ramp is gravelly, but it's fine for landing. You can stop on the ramp. The towplane will come to get you. If you are finished flying, let the towplane pilot know that you want to reposition the glider to the other side of the runway.

Pattern and Landing (continued)

Use at least the third arrow from the approach end of the runway for your aim point (flare point). This will allow you to touchdown, roll out and stop beyond the normal loading area for 'ride' ships.

Remember that a short downwind leg and steep approach path are required when landing into a strong wind. When landing in a strong wind, expect a wind gradient to be present. At approximately 50 feet AGL, the glider will suddenly slow down and sink more rapidly. Be ready to lower the nose, and close the spoilers as needed.

Roll Out

After touch down, slow down on the runway and test the brakes. **As you leave the runway, do not aim your glider toward another aircraft or a person.**

Do not drag your skid on the ground; keep it just off the ground as long as possible. **Do not 'crease'** (drag your skid over) a towrope. Friction from the skid dragging on the pavement will heat up the skid and the skid will partially melt the towrope. Frequently, a towrope that has been creased by a skid, will break on the next tow.

Before leaving the runway, check for aircraft parked on the ramp to your left. **Make sure you roll beyond any aircraft before leaving the centerline.** Do not allow your wing to go over the wing of another plane, and do not allow your wing to get close to another plane or person.

Try not to stop close-in-front-of another glider on the ramp. More than likely, the pilot is waiting for a tow.

Parking the Glider

When finished flying or when taking a 'break', move the glider off the ramp. Park it in the grass behind the yellow line. Make sure the entire glider is behind the yellow line. Put the upwind wing up. Leaving the up wing down would allow the wind to lift it and slam the other wing into the ground. Open the spoilers. If it's a sunny day, cover the front seat belts with the cushions to keep the belt buckles from becoming hot and burning the next pilot. **Close & latch the canopy.** The glider must be parked well clear of the taxiway.

Never use the seat belts as a control lock in the back seat. If it's a gusty day, secure the stick in the front seat only.

When you are finished flying, check with the sales desk. If it's late in the day or no one else has scheduled the glider, you are expected to move it to its tie-down and secure it.

If you have any questions or need clarification on the **Operating Procedures**, talk to **Bill Star** or **Steve Wood** (owners), or any of Honolulu Soaring's flight instructors.

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Student / Renter Agreement Form

I have read and understand **Honolulu Soaring's Operating Procedures**, dated July-2005. I agree to follow these Operating Procedures. I understand that if I fail to comply with the Operating Procedures, one or all of the following will occur.

- 1) I may have to explain my actions to a Honolulu Soaring flight instructor. I may receive a verbal and/or written reprimand.
- 2) I may be required to obtain additional ground training and/or flight training before I am able to fly again with Honolulu Soaring.
- 3) My flying privileges at Honolulu Soaring may be revoked.
- 4) If a glider sustains damage due to negligence on my part, I am responsible for the cost of repair (which could include 'down-time' on the aircraft). *[a valid reason to maintain renter's insurance]*

Printed Name

Date

Signature