

Honolulu Soaring

Dillingham Airfield (HDH)

Hours of Operation: Dillingham is a general aviation airfield operated by the State of Hawaii. It is open between sunrise & sunset. After sunset, the U.S. Army controls the airfield.

Elevation: 14' MSL

Runways: Oriented east and west, Runways 8 and 26 are paved. They are 75' wide. The runway length is 9,000'.

Displaced thresholds:

The displaced thresholds are 2,000' in length. They are non-standard displaceds in that their purpose is to provide a separate launching and landing area for gliders and towplanes. The State established the displaceds in this way in order to provide vertical separation for general aviation traffic and glider traffic on final approach. Other general aviation aircraft fly a final approach (600' at the airfield perimeter), so that they land beyond the displaced threshold. Gliders and airplanes can be on final at the same time without a separation conflict.

Ramps:

Located parallel to the displaced threshold only at the west end of Runway 8, the ramps are used to launch gliders.

After landing and slowing down on the runway, gliders exit the runway onto the ramp to the left (north side). When exiting the runway, gliders should remain well clear of any aircraft parked on the ramp. The ramp on the right side (south) can be used for landing if another aircraft has landed and stopped on the displaced or is in the process of launching.

Communications: State operated unicom (advisory) tower, 123.0. Radios are not required for gliders but are required for airplanes. The pilot-to-pilot frequency is 123.5.

Airspace: Class G (uncontrolled) from the surface to 1,200 AGL, Class E above.

Cloud Clearance & Visibility:

Class G: 1 statute mile visibility and clear of clouds.

Class E: 3 miles visibility and 500' below, 1,000' above, and 2,000' horizontal from clouds.

Glider Pattern: Left traffic for Runway 8. Right traffic for Runway 26.

Ultra-Light Pattern: Same pattern as the glider pattern. Usually they fly the pattern at 65 mph.

Tow Plane Pattern: The same pattern as the glider pattern.

Pattern for Other General Aviation Airplanes:

Other than the towplanes, airplanes enter on a 45° leg to the downwind leg. The 45° is supposed to be flown with the airplane headed toward the unicom tower.

Pattern altitude is 800' for small aircraft and 1,000' for large aircraft. They cross the runway boundary fence at 600'.

Occasionally airplane pilots do not fly the published pattern. Glider pilots in the pattern should watch for airplanes flying a long final approach. Glider pilots preparing to enter the pattern should watch for skydive planes turning base early (over the runway) and flying a high final approach.

Pattern Entry for Gliders:

Gliders enter the pattern on a cross leg, from the mountain side of the runway, (south side) flying toward the ocean (heading north). Gliders enter over the end of the displaced threshold at 800' – enter over the #8 for Runway 8, over #26 for Runway 26.

Windssocks: When the windssocks are straight out, the wind is at least 30K.

Limitations: Walking on or walking crossing the runway is prohibited. Land before sunset.

Sky Dive Operations:

Sky Dive operations occur daily up to 16,000'. Sky divers exit the aircraft upwind from the airfield, as far as two miles away. Canopies open between 2,000' and 4,500'. During free fall, skydivers descend at more than 100 MPH and are extremely difficult to spot. During light wind and light west wind conditions, they may exit the aircraft directly over the runway. When the active runway is switched to Runway 26, the drop zone is moved to the west end of the runway. When this happens, skydivers exit the aircraft to the west of the runway.

When flying over the ocean, glider pilots should watch for sky dive planes climbing and descending. The pilots of these aircraft have limited visibility. The King Air and Caravan can descend at up to 6,000' FPM. When skydivers under canopy are in the air, skydive planes are descending.

Sometimes when the wind is a light east wind (and Runway 8 is the active runway), sky dive planes will take off on Runway 26 (downwind take off) and depart the runway mid-field, climbing out toward the ocean. On light east wind days, glider pilots flying over the ocean should be watch for this.

Aerobatic Flights:

A state designated aerobatic box parallels the runway and is just offshore for both glider and airplane aerobatics. Pilots flying over the ocean should watch for aerobatic aircraft.

Ultra-Light Operations:

Ultra-lights usually fly on light or no wind days. Because of their small size, they are hard to spot. When flying near an ultra-light, because their slow speed causes a high closing rate, give them plenty of separation.

Glider Instruction:

When practicing simulated emergencies, student pilots are required to fly at least one right pattern for Runway 8, with their downwind leg on the south (mountain) side of the runway. Check for them in the pattern.