

Honolulu Soaring

Field Check Out

The goal of a field check out is to familiarize you with the area, glider operations at Dillingham Airfield, and to make sure you are a safe and proficient pilot. During the check out you must demonstrate good judgment as well as good piloting skills. You are expected to fly smoothly and accurately. The number of flights on a check out varies according to each pilot's experience and proficiency. Although, it is possible to get checked out in one flight, it is not usual. How many flights you must make is at the discretion of the flight instructor.

Your instructor will need to see your airman's certificate, a photo ID, and your logbook (to determine your experience and currency, and to verify your flight review is current). If your flight review is not current, a flight review is required. According to FAR's, a flight review requires a minimum of one hour of ground instruction and three flights or one hour of flight time.

You will be given a written knowledge test to complete. Expect to spend one to two hours completing the test. You can download the "General Knowledge Test" (Flight Instruction Page on the website – HonoluluSoaring.com) and complete it before hand to save time at the airfield. You will also be given a copy of Honolulu Soaring's Operating Procedures to read. You must sign the agreement sheet, which says you will follow the operating procedures. You can also download this from the website.

Before flying, your instructor will brief you on the area, the airfield, and emergency procedures at Dillingham. Your completed written test will serve as a general guide for the instructor to gauge your level of knowledge. Based on your answers to the questions, ground instructor may be required, so don't take the test lightly. Before flying, your flight instructor will tell you specific things he/she expects of you during the check out. Such as calling out the pre-take and landing check lists, checking for traffic in both directions before releasing from tow, and always clearing for traffic before turning.

If you have never done any ridge flying, your check out will include a discussion of ridge soaring and the SSA ridge rules. Since, Dillingham Airfield is a nontowered general aviation airfield, you need to know about other aviation activities, such as, skydivers and jump aircraft, ultra lights, airplanes, and aerobatics aircraft. You can find this information in "Dillingham Airfield Data Sheet" on the website.

After your check out, you will have to keep track of the number of tows you take, tow altitudes, and time you flew the glider.

Please keep in mind:

The ridge does not always work.

You are expected to fly the normal pattern, except in emergencies.

No matter how good the ridge lift is, do not release below 1,000 feet MSL. Do not fly along the face of the ridge below 1,000 feet MSL. On top of the mountain always stay at least 500' AGL. Avoid the toilet bowl.

Never fly over the drop zone.

Do not use spoilers on the downwind leg, except in lift.

When you're in the pattern, you are committed to land.

A back-seat check out is required.

Always close and lock the canopy. Never walk away from an open or unlocked canopy.

Never leave a glider unattended on the ramp. Park in the grass and open the spoilers.

Before exiting the runway, check that your glider will be clear of aircraft on the ramp.

Never trust the brakes. Test the brakes and slow down on the runway. Never aim toward another aircraft or a person.

Dillingham can be a busy airfield with different categories of aircraft taking off and landing. Be vigilant in looking for other traffic.