Parowan Soaring Contest Procedures 26-Feb-10
Expect Updates to this Document

FLIGHT OPERATIONS

General

Parowan airfield (5930' MSL) has a single runway 5000' long, oriented 04/22, slightly uphill to the south. (In this document, launch and landing directions are often described as north and south, though they are actually northeast and southwest). A field diagram follows later in this document.

A taxiway lies parallel to the runway for its full length. The taxiway is acceptable for glider landings in accordance with procedures described below, but it is lined with short posts whose spacing is only just clear of the wingtips of a 15-meter-span glider. Care will be needed to stop between the posts.

Large ramp areas connect the taxiway to the runway at both ends. In addition, there is a paved cross-taxiway about 2000' from the south end, and two dirt cross-taxiways, each about 1000' from the runway ends.

Parowan runway space is limited. Pilots must take care to keep runways clear, especially during landings. See below for specific guidelines.

Gridding

At either end of the runway, numbers will be marked on the pavement, noting where the wheel of a glider should be placed in preparation for launching. Each glider is assigned a grid number each day; assigned numbers rotate after every valid contest day.

No glider should be moved onto the runway until the announced staging time (normally 10:00 am). Starting at that time, gliders should be moved into position, but then pushed off the runway facing the assigned grid spot; this allows other gliders to be moved along the runway into their assigned positions.

At the announced grid time (normally 11:30) gliders are pushed onto the runway so that their wheels are on the assigned grid number. Smooth gridding requires cooperation among pilots.

The Competition Director (CD) will normally hold a meeting of all pilots at the front of the grid about 10-15 minutes after grid time. There will be time for pilots at the back of the grid to walk to this meeting without rushing.

Critical Assembly Check

A critical assembly check (CAC) is a verification that items the pilot considers critical to flight safety are correct prior to takeoff. Completion of the CAC is indicated by initials or a mark on the wing root tape on the left side of the glider. A CAC will be required at this contest. After gridding, gliders will be checked; a glider without a mark on the wing root tape may be denied a takeoff.

Launching to the north (Runway 04)

In favorable weather, this will be the common launch. Tows will start about 1000' from the end of the runway, where the dirt cross-taxiways are located. Gliders will be pushed forward as needed to avoid the need for towplanes to back-taxi. Towplanes will land to the south on the taxiway and then use the dirt cross-taxiway to taxi into position for launch.

Pilots are expected to be ready in all respects to launch as soon as the towrope is hooked up. In practice, this means that the pilot must be in the cockpit with all checks complete when fourth in line for launch. If for any reason you are not ready to go when the rope is hooked up, pull the release and tell the line crew; they will push you off the grid and you can launch later, using the relaunch procedures (see below).

Tows will be to 2000' AGL, and to a place designated by the CD; glider pilots are expected to release promptly when tow release altitude is reached. It is not normally necessary or desirable for a glider pilot to talk to a towpilot; should this be necessary, it is important that the radio call include the towplane's ID, so it is not misunderstood to apply to other towplanes that may be in the air.

Normal launch operations will have towplanes landing on the taxiway (in most cases to the south) and then using one of the dirt cross-taxiways to taxi into position for the next takeoff. It is important for gliders, vehicles and pedestrians to stay clear of areas where towplanes will be operating.

Launching to the south (Runway 22)

The procedure will be similar to the one described above. But towplanes will be landing to the south: they will touch down near the north end of the taxiway, roll to a stop near the dirt cross-taxiway, then use this to taxi onto the runway for the next takeoff.

Relaunching

Glider pilots that need to relaunch will land in the same place as the towplanes: on the taxiway, to the south. They should keep enough energy to roll past the dirt cross-taxiway, which will get them clear of the area used by towplanes. They should then roll off the taxiway to the west, to make room for other relights.

When a relighting glider pilot is ready to launch, he should inform the CD, who will keep track of the order of requested relaunches. Relaunches take place in order, beginning after the last launch in the class whose launch was in progress when the pilot told the CD he was ready. Relaunching gliders will be pushed onto the runway via the dirt cross-taxiway.

Finish

The finish cylinder is 1 mile in radius, centered on the published finish point (located just east of the field). Pilots should finish at or above the minimum altitude (800' AGL, or as designated by the CD) then return to the field for landing.

Rules specify a radio call on 123.3 MHz when 4 miles from the center of the cylinder, and again when finishing. Other radio calls are encouraged when they will improve safety. Otherwise, keep radio chatter to a minimum so as not to block the calls of others.

Landing after finishing

In normal weather, landings will be to the south. Your goal should be to roll to the south end of the runway at a reasonable speed – neither too fast or too slow. The glider should come to rest just west of the runway, on the pavement that connects the runway with the ramp and parking areas.

With a very long runway, touchdowns on or anywhere near "the numbers" will be a problem. This will be especially true when landing to the south, as the runway slopes uphill in this direction and afternoon winds are often southerly and brisk. A good plan is to touch down at a sensible speed near the two white hash marks (Touchdown Zone Marks) abreast of the windsock, which gives 1000 feet in which to stop.

Should you land and not be able to roll to the end of the runway (either because you didn't have enough energy or because another aircraft was in the way), you should roll off the pavement to avoid blocking it. Dirt areas to the west of both the taxiway and the runway have room to allow this, though there are also posts that require attention. Having stopped with your wheel off the pavement, it may be necessary to turn your glider to get it completely clear. *It is important to keep runway blockage to an absolute minimum*.

In the unlikely even that a landing to the north is necessary, the procedure is similar: Plan to roll to the north end of the runway and into the large ramp area located there. Gliders can then be moved via the taxiway to the tiedown/paking area at the south end of the field.

Except when relighting (described above), the taxiway can be used for landing only when landing to the south. Only the north section should be used - plan to stop by the paved cross-taxiway; south of this, the taxiway is for use by those moving gliders back to the tiedown area.

Clearing the south end of the runway

There is ample room on the ramp area adjacent to the south end of the runway for gliders that have recently landed to been pushed clear of the runway. But care and cooperation will be necessary to avoid backups here. A common problem happens when a pilot leaves his glider in the way of others while he fetches his car and tow-out gear. You should take care to roll your glider well clear (so that it cannot block another glider) before leaving it unattended for even a very short time.

Retrieves

If you land somewhere other than Parowan, your first duty is to complete an Outlanding Card and telephone the Retrieve Office (phone numbers are listed on every task sheet). If you call without having filled out your card the Retrieve Office will ask you to do so and call back later. Only when you have checked and determined that it is truly impractical to find a usable telephone should you attempt to relay landing information by radio.

You must either have a designated crew or make some arrangement (probably with another crewless pilot) to deal with the possibility of a landout. It is not reasonable to neglect this duty and then expect the Retrieve Office to do it for you.

If you are able to reach your crew directly, it is a good plan to give them your Outlanding Card information and to make arrangements for the retrieve. But either your or your crew must relay this information to the Retrieve Office before the retrieve begins. Expect a penalty if your crew sets out before this is done.

Aero retrieves will be available at an announced hourly rate - you'll pay your tow pilot directly. You must be at a designated airfield, and there must be ample time to complete the retrieve before sunset. If you fail to supply the Retrieve Office with complete and correct information (e.g. you give the name of an airport different from the one where you actually landed), expect to pay for any and all flying that becomes necessary.

The Retrieve Office will close when all pilots are accounted for and retrieve crews are dispatched – or 7:00 pm, whichever is later. If 7:00 is approaching and crew and pilot are not in contact, one or the other should call to request that the Retrieve Office stay open. Having done this, you must then call when together, so the Retrieve Office can be closed.

MISCELLANEOUS

Registration

Entrants will register in the airport Office. Starting two days before the first scheduled contest day, no flying is to be done prior to registration.

Glider Parking

Parking slots have been designated with numbers on the ramp pavement. Gliders are to be parked only in assigned slots. Parked gliders and trailers must be tied down – winds can be a problem at Parowan.

Vehicles

RVs, vans, motorhomes, etc. are welcome at the contest. They may be parked either in the immediate vicinity of a contestant's glider (provided they do not block others), or south of the fence that borders the large ramp area at the south end of the airfield. Vehicles must not be parked in any area where they might impede access to hangars or aircraft.

Unless your vehicle is parked well away from any area of aircraft operations, you must take care that you do not block such operations. If there is any possibility you might be in the way, move it or show others who might be affected how to do so. Remember that flight-related operations in all cases have priority.

A limited number of electrical hookups (25 amp) are available on the airfield – first come, first served. The T/A Truckstop on I-15 (less than a mile from the field) offers dump services and propane fills. Several commercial campgrounds within about 30 minutes of Parowan offer full services, including hookups (some may have minimum stay requirements).

Ablutions

Toilets and a shower are located in a small building marked "Restrooms" just north of the Office. All associated with the contest are welcome to use these facilities. As there are no professional cleaning services, please do your best to keep things tidy; this may at times require picking up a bit more than just the debris you have generated.

Water

Drinking water is available from spigots located between the Office and the restroom/shower building. All water from outlets on the airfield is safe to drink.

No-waterballast rules apply during all Parowan contests. Use of tail ballast is acceptable, per Rule 6.8.1.3.1.

Battery Charging

Outlets are available in the briefing hangar. Please do not charge batteries in the Office, the maintenance hangar, or the restroom/shower building.

Oxygen

Supplementary oxygen will be needed during many glider flights from Parowan. Oxygen fills are available on the field.

If you prefer to remove your bottle for filling, bring it to the south part of the maintenance hangar (near the Office) and place it in one of the bins labeled for this purpose; filled bottles can be

collected in another marked bin. Note that bottles must be labeled with the owner's contest ID and name – unlabeled bottles will not be filled.

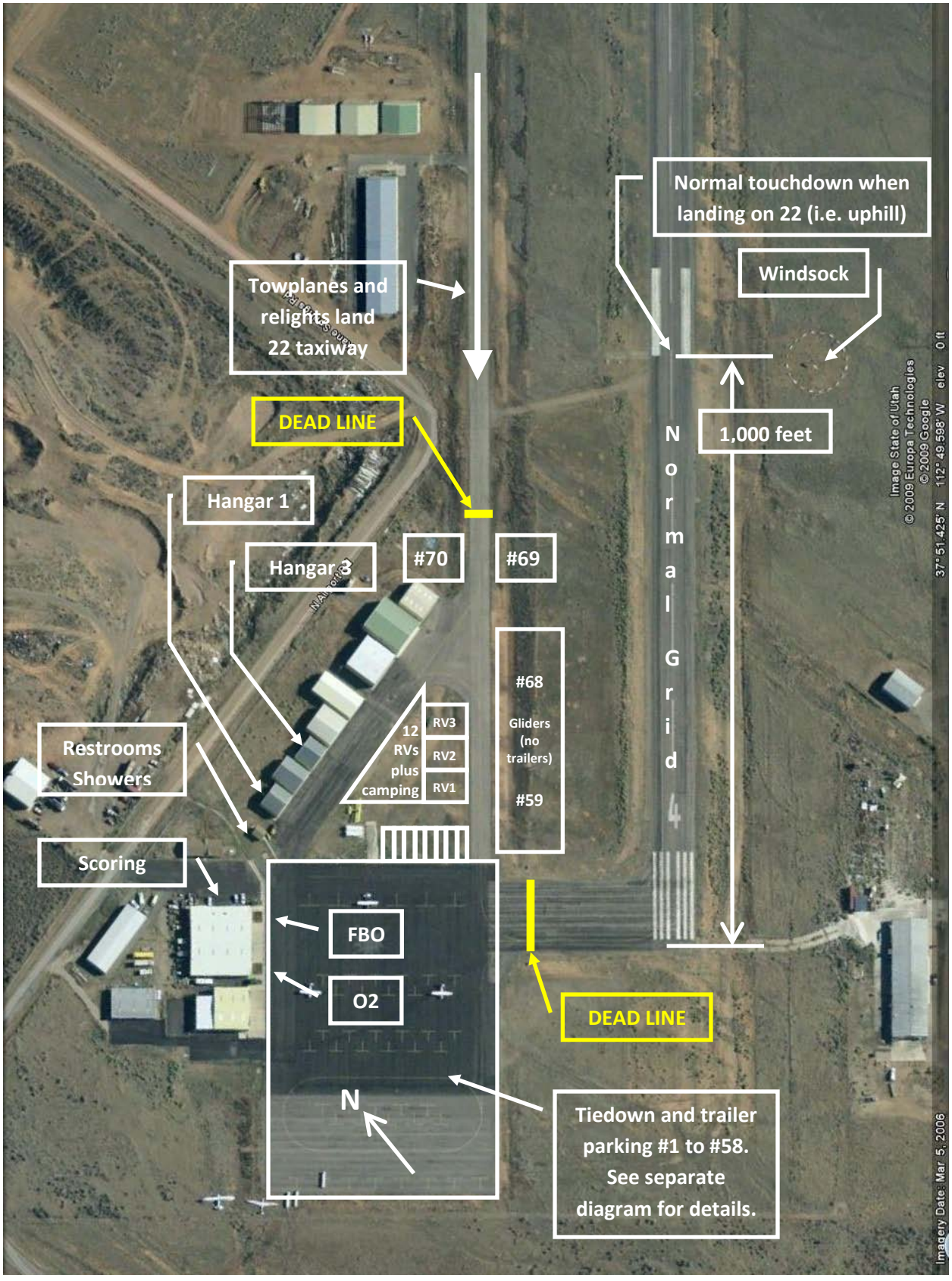
For those who prefer a visit from the mobile oxygen cart, there is a sign-up sheet in the Office. Mobile fills will be available both in the morning before gridding and in the evening after flying.

A sheet available in the office lists the fees that apply for oxygen services. These fees are payable to Parowan Aero Services (airport FBO).

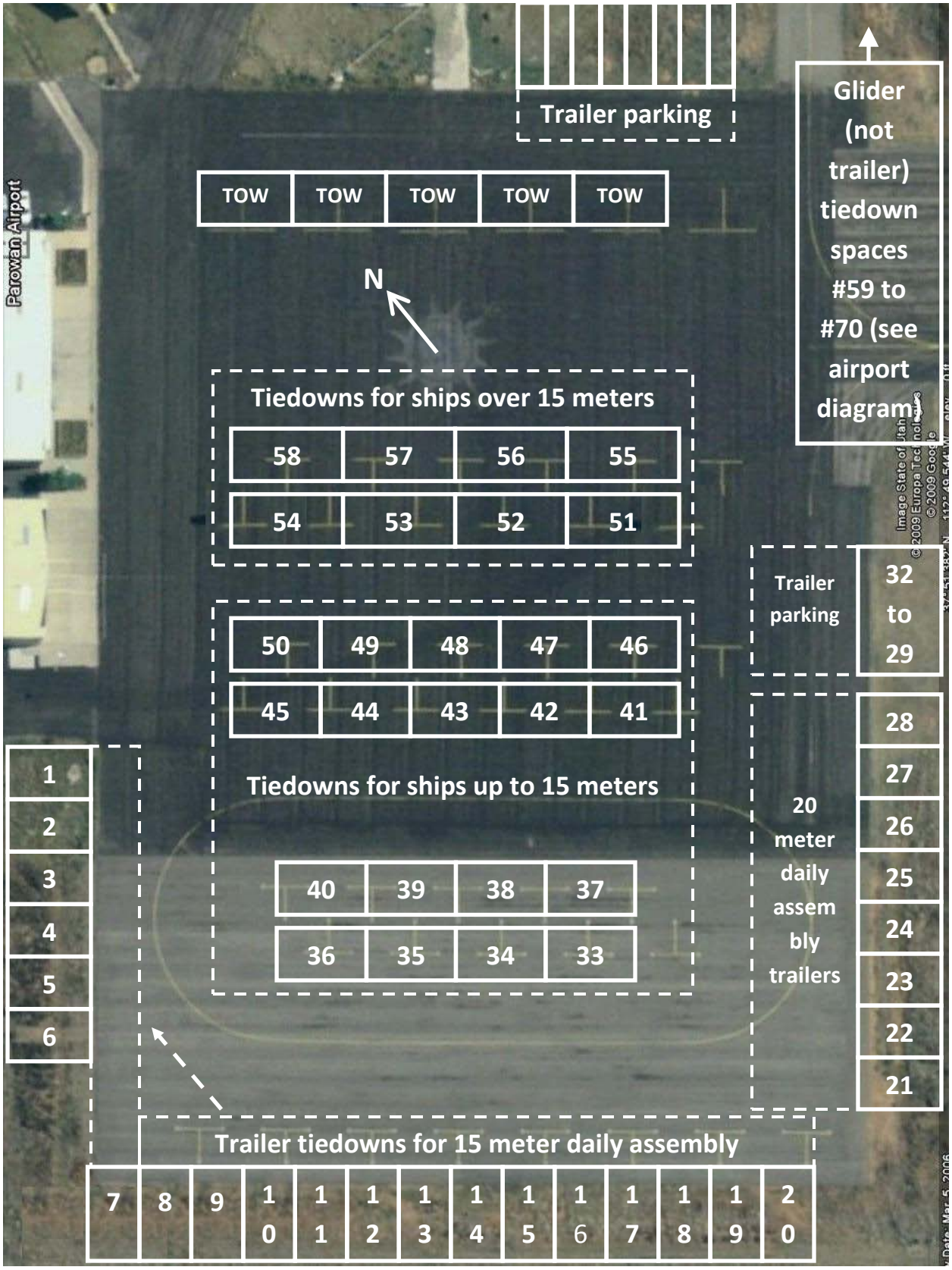
Field Cleanup

A glider contest generates a lot of trash - please take care to clean up yours. And since you are sure occasionally to miss something, each day pick up one or two items that aren't yours – this way, the field will stay clean.

Parowan Airport Layout

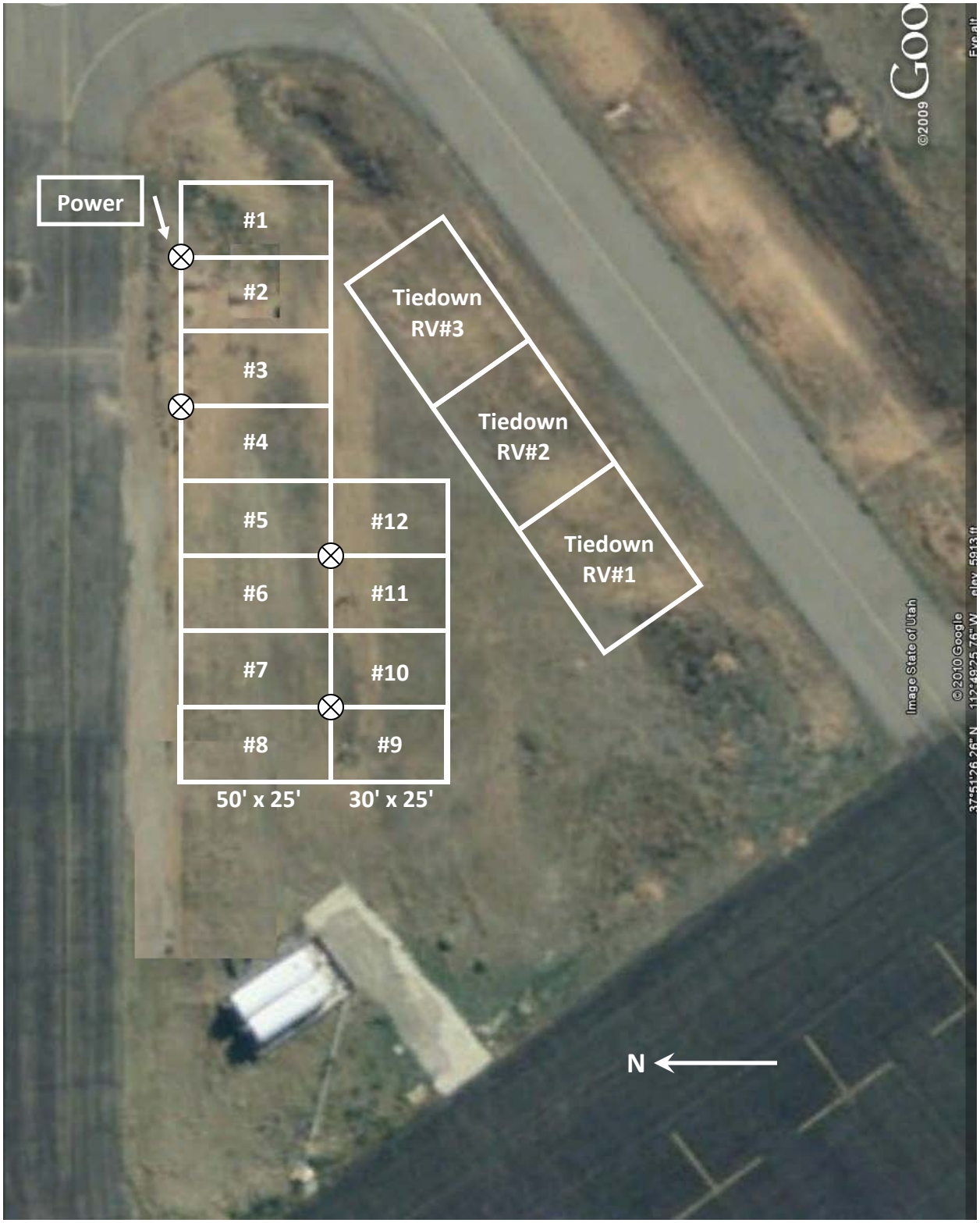


Main Ramp Glider Tiedowns and Daily Assembly Trailer Tiedowns



Parowan Airport RV Hookups

Contact FBO Directly for RV Space Reservations



2010 Sports Class Nationals - Parowan Airfield Notes 17-Dec-09
Expect Updates to this Document

The following airfields do not appear on all charts, but are generally suitable for gliders. Contest landings at these airfields are eligible for an Airfield Landing Bonus. But note that the responsibility for evaluating the safety of any landing place lies with the pilot.

Clear Creek – Landable. Too short for aerotow, but road access is good.
Sun Valley (aka Lund) – Landable, but too short for aerotow.
Swains Creek – Landable, but too high for aerotow.

The following airfields appear on some charts, but are not recommended for glider operations nor eligible for an airfield landing bonus.

Bryce Woodland – Appears narrow and overgrown. Consider fields in the Route 89 valley.
Cal Ranch (aka Paragonah) – Overgrown with sagebrush. Consider nearby hayfields.
Carmel Mountain Ranch – Hard to spot, narrow, somewhat overgrown. Consider Clear Creek (9 miles west).
Citabriar – Too narrow for gliders. Consider nearby fields. Dry lake 2 miles east might be acceptable.
Crystal Springs – Narrow, surrounded by rocks. Consider Hurricane airport (8 miles south).
Deer Springs Ranch – Slopes up to the north. Possibly landable, but a berm on the east side makes width marginal.
Fillmore – Temporarily closed for reconstruction. Consider nearby fields.
Geyser – Fence across field makes it too short. Consider nearby fields.
High Meadow – Overgrown, unlandable. Consider Swains Creek (4 miles south).
Hurricane Mesa – Fenced, private field. Probably too high for aerotow, and difficult to reach with a trailer. Consider Hurricane airport – 10 miles SW and 1600' lower.
Pfeiler – Narrow, short dirt strip with a dogleg; may be partially plowed. Consider Panguitch (8 miles south).
Strawberry Valley – Possibly landable, but may have problems with runway markers/lights. Consider Swains Creek (2 miles south).
Sulphurdale (aka Cove Fort) – Abandoned, overgrown, unlandable. Consider nearby fields.
Wilson Creek – Surrounded by trees, too narrow for gliders.

In dry years a number of dry lakes in the contest area are generally landable. The following locations are among those that may be of interest to glider pilots:

Citabriar dry lake (2 miles east of Citabriar airfield) – Probably landable.
Little Salt Lake (6 miles NW of Parowan) – The north end (near the road) is probably landable and possibly aerotowable.
Sevier dry lake (25 miles NW of Black Rock) – Possibly landable. Prefer the south end – north end will tend to be wetter and softer.
Wah Wah hardpan (22 mile NW of Milford) – Probably landable.
Pine Valley hardpan (19 miles west of Wah Wah hardpan) – Probably landable.

Parowan Contest - Irrigated Field Briefing

In much of the task area, irrigated fields may represent good places to land. For best results, it is important to understand how common irrigation systems work.

Three systems are in common use: center-pivot irrigation, wheel-line irrigation, and fixed-line irrigation. Each is discussed below.

Center-pivot fields

These are easily recognized – they are round (though some are just part of a circle). Most lie within a quarter-section (half-mile-square) field, whose total area is 160 acres. As the name suggests, the system consists of a large arm (the length is ¼ mile) pivoted at the center of the field, carried by several (often 9) wheeled supports. This results in a series of concentric rings, typically around 150' wide, separated by deep wheel tracks.

The pivoting arm will usually be moving clockwise, making one circuit of the field in about 24 hours. (Fields that allow less than a complete circle will have an arm that moves in both directions, like a windshield wiper.) The area around and behind the arm will be wet; the best place to land will usually be in the outer ring, at least 90 degrees ahead of the arm. This should allow enough time to move the glider before the arm arrives.

Wheel-line fields

These fields are rectangular, with an area that is usually some multiple of 40 acres. They are irrigated by a wheeled pipe that moves in a straight line. They are fed water from a series of riser pipes that lie either along the edge (for smaller fields) or down the center of the field. The riser pipes may not be visible from the air, but they are

typically surrounded by longer grass that will be apparent. When the arm has irrigated one strip of the field, it is manually moved to the next riser pipe.

The best place to land is in the largest open area of the field, staying clear of the irrigation arm and the riser pipes. When convenient, land parallel to the wheel tracks, but note that these are shallow enough that wind or available space may dictate a landing across them. Though it's best not to finish close to the arm, being overrun should not be a problem, as a person has to move it.

During the subsequent retrieve, it is important for vehicles to stay clear of the riser pipes: they are not always highly visible, and they are easily damaged by a car or trailer.

Fixed-line fields

This system is similar to wheel-line irrigation, except the irrigation line is not on wheels, but lies on the ground. It connects to riser pipes in much the same way as a wheel-line system. This scheme is more treacherous, because it has small vertical sprinkler heads that are much less apparent than a wheel-line arm would be.

Landing in such a field is about the same as in a wheel-line field. But here there will be no wheel tracks, so there is even less preference for landing direction.