

Rocky Mountain Hang Gliding & Paragliding Association

Hang Glider Walk-Through Procedure

Landing Zones (LZ's)



Begin in the Main LZ next to Colorado Hwy 93.

Review that Lookout is a H 3-4 site. RMHPA and USHPA membership is required as well as the new Jefferson County Waiver sign off. Advanced local H- 2's can fly here with instructor recommendation and a sponsor. Our goal is not to stop pilots from flying here, but to make sure they can do so safely without jeopardizing the site.

Be sure to emphasize to ask questions if needed and that current pilots want to help if they want to listen.

Note the obstacles and items of concern surrounding the LZ:

1. Highway.
2. Fence and power lines along the highway.
3. Deep ditch separating the larger east and smaller west landing areas.
4. Trees and irrigation ditch along the south side of the LZ.

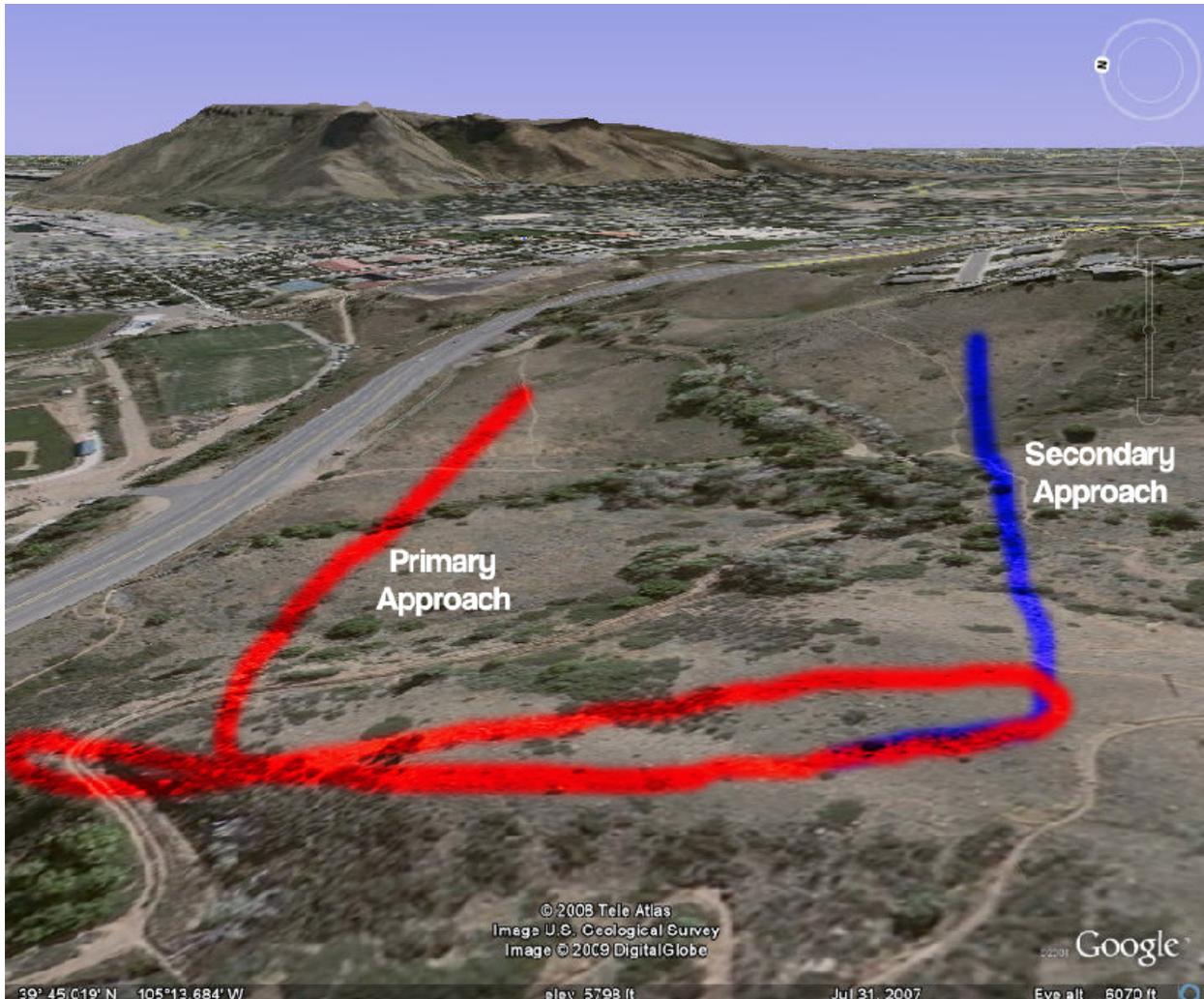
Note the helpful features of the LZ:

1. The ground slopes up to the south, down to the north.
2. The upslope creates an effectively larger LZ.
3. The area west of the deep ditch is very landable in a S to SW flow at the end of the day.

Approaches

Standard ESE Approach (Figure 8)

East view (similar to view on approach)

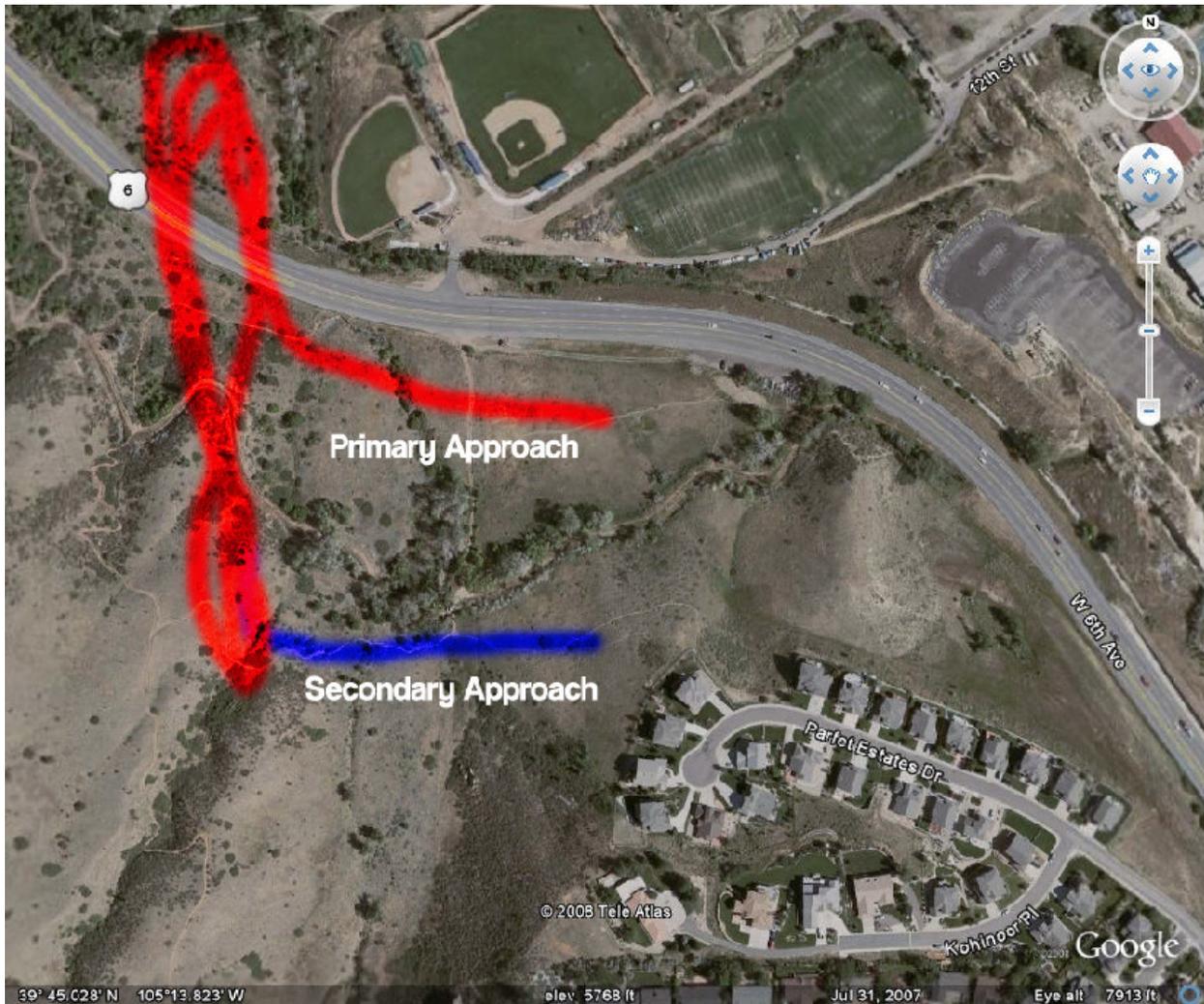


1. Figure 8 Turns

- a. We usually approach from the west and land to the ESE, regardless of wind direction.
- b. Stress the need to stay back near the hillside, not creep into the LZ.
- c. Point out the tree next to the lowest power pole. The top of the tree is a good reference point to begin final glide into the LZ. Should be at this height and west of the tree.
- d. Keep the primary approach path between the trees to the south and the highway to the north.
- e. It is often S/SE in the LZ and with the topography and trees to the south this can create a wind shadow, be prepared to land short on final, if it looks like you might land in or near the ditch it is better to turn south and land uphill west of the ditch.
- f. If the wind is northerly, a good option is to land in the Miner's field or North Park LZ.
- g. The secondary approach is useful when there is traffic congesting the main LZ or

if the wind is light from any direction. The landing area is on the south side of the trees and on the side of a fairly steep hill so maintain speed, no round out and a good flair are required.

Top view



Downwind, Base and Final

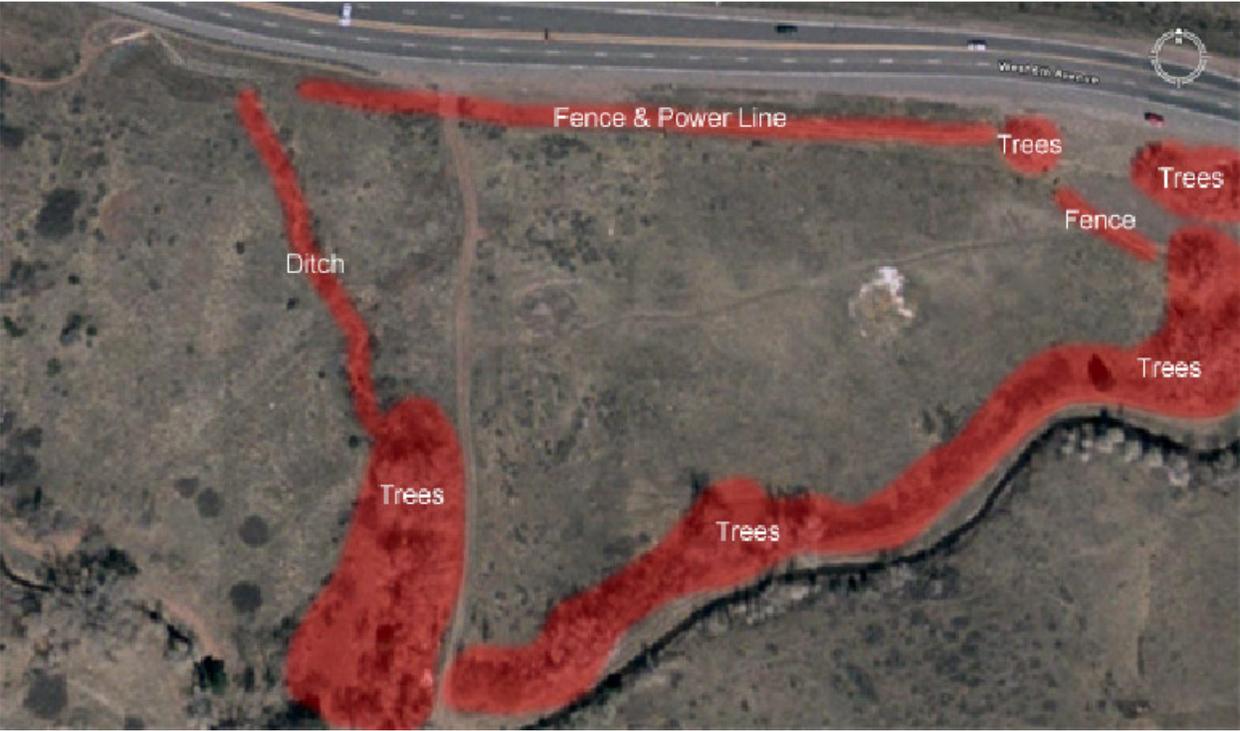


2. Downwind, Base and Final

- a. Begin by losing altitude over the hill to the SE of the LZ.
- b. Approximately 400 feet above the LZ, turn & fly over Hwy 93 to the NW.
- c. Watch your spot in the middle of the LZ.
- d. Extend or shorten your downwind leg as needed.
- e. The base leg is usually rather short, almost a 180 degree turn back into the LZ. If you are too high, simply turn parallel to the hillside and finish the approach using the Figure 8 method.

Hazards of the LZ

Top view



Walk through the LZ to the west end and pick up the trailhead on the west side of the deep ditch.

Follow the trail up the hill, past the irrigation ditch until reaching the first ridge about 150 ft above the LZ. From here you should be at the elevation of the last power pole for the line that powers the "M." This is a good spot to again go over the approaches and point out LZ issues. From this point, walk up to the trail to the south that leads back down to the LZ. Go over the set up for landing on the hill area south of the trees bordering the south side of the main LZ. The main points to emphasize for landing here are staying south of the irrigation ditch and trees. Follow the trail down to the hillside LZ, pointing out the final glide path just to the south of the trees. Follow the irrigation ditch to the east until you reach a point with a good view of the LZ and where there is an opening to fly over the irrigation ditch if a pilot overshoots the main LZ. This vantage point gives the pilot an excellent perspective on just how much slope there is in the main LZ when landing to the north.

Stone Pillar/Water Tank LZ

Top view



Drive up to the parking area just past the stone pillars on the road up Lookout. From here walk around the gate to the south and follow the dirt road until it veers to the west. This landing area consists of the hillside to the west up to a large water tank. This LZ can be used in north to northwesterly winds. The terrain slopes to the east so you must land cross slope to the north. Set up is normally flying west of the stone pillars and making figure 8 turns over the E-W ridgeline to the south. Stay north of, above and clear of the power lines on the ridge. There are also smaller more difficult to see power lines located to the east. Note the flag on the hilltop just to the south of the power lines.

Miner's Field LZ

Top view



Drive through the School of Mines student housing parking area to access the parking area next to the Miner's Field LZ. Remind pilots that this is an alternative LZ, best used when the wind has a northerly component. Note how the ground rises to the north and east in the landing area. Point out the power lines and how to bleed off excess altitude south of the LZ and stay east of the power lines so no power lines need to be crossed on final. There may be survey markers in this LZ. The School of Mines uses this area to train students. Please try not to disturb the survey markers and do not land here if groups of students are present.

North park LZ & Bailout

Top view



These two LZ's are used only when the winds are northerly and the pilot is too low to safely fly to the Stone Pillar/Water Tank or Miner's Field LZs. If you find yourself below the 2nd road, you probably need to consider landing in one of these LZs. Both LZs and the whole terrain around them slope uphill to the north. Be sure to set up by performing figure 8 turns over highway 58. You will lose gobs of altitude flying into the LZ. If you set up on the south side of highway 58, you will not make the LZ!

The Emergency bailout LZ is used when you are not certain to make the Park LZ. This LZ is not official, contains rocks and uneven terrain. This area is about 35 ft above highway 58, so plan accordingly.

The Park LZ is an official landing area. No trees were planted in the south end of the park, so we could safely land. The north end of the park has trees and a playground to avoid. Due to the uphill slope, you will rarely find yourself landing near the north end. Avoid the footbridge across highway 58 and the 6ft tall chain link fence along the path as it exits the bridge on the north side.

Launch

Drive to launch and point out the limited parking area and need to carpool from the LZ when possible. Also stress the importance of flying early or late in the day to avoid the more turbulent air and get used to the launches and LZ.

North Launch - Walk up to launch and point out the hang glider set up area and PG setup area just above to the south. As a sponsor you should not launch until your sponsored pilot(s) have successfully launched. For first time or low-time pilots, you should wait to fly until they have landed.

Things to consider:

- a. Strong south wind is best left to more advanced pilots on this launch.
- b. The discrepancies between the wind direction indicated by the various flags: the tree sock usually points straight in, even when it's south. The rock outcropping flag is a good indicator of south. Top sock is best indicator of direction. North sock can show what's happening off the north point.

South Launch - For the south launch go over the same points and include watching for any changes in wind direction to the north and to stay out of the canyon to the south.

Things to consider:

- a. Point out the hazard of north wind wrapping around the ridge.
- b. It can be helpful to hike up to the ridge and look over the back as well - just to see what the weather is doing behind the hill.
- c. Point out the flag at Buffalo Bill's.
- d. Point out the dangers of Windy Gap.

Other considerations for flying at Lookout:

- a. New pilots they should avoid the temptation of the nasty thermals that are generated by the rock pile just above the LZ (until they are really comfortable).
- b. Along the same lines, if at or below the second road, then best to start concentrating on landing rather than saving (again until really comfortable).
- c. Flying close to the hill is a major risk, which hasn't worked out well for many (pick your favorite example).
- d. Clear Creek Canyon should be avoided - don't fly back there unless you have plenty of altitude (more than you may think).
- e. The incredibly fast changing weather should be highlighted since many new and more importantly, visiting pilots, may not understand just how fast things can change at Lookout.
- f. Perhaps a mention of the generally unpredictable nature of a leaside site and particularly Lookout
- g. Finally, emphasize seeking advice and asking questions of any of the experienced pilots.

You should give each sponsored pilot a copy of the site guide and sign off their completion of the Walk-through and flights (if any). They need to bring this document with them when they come to fly Lookout and have a sponsor sign off until they have completed their sponsored flights.