Hawaiian Hang Gliding Association

SITE REGULATIONS

GENERAL REGULATIONS

All pilots must hold current USHPA membership.

All pilots must be current Hawaiian Hang Gliding Association members.

All visiting pilots must show proof of required USHPA or foreign equivalent ratings when required by site regulations.

All visiting pilots must be accompanied on at least their first flight at all sites. Thereafter specific site regulations must be followed.

All pertinent FAR's must be adhered to.

HALEAKALA (MAUI)

Visiting pilots must be Advanced rated to fly this site and must be accompanied by an Advanced rated resident pilot. All pilot must, before using the launch or landing area, have on file with the Haleakala Ranch; 1) Haleakala Ranch access waiver, 2) USHPA member waiver, 3) HHA member waiver

The following regulations apply to resident pilots.

Beginner
May not fly this site.

Novice
May not fly this site.

Intermediate
Must obtain HHA approval before flying this site
All flights must be supervised by an Advanced rated sponsor.
May not fly when the dominant wind direction is less than 280º or greater than 350º.
May not fly when wind speed exceeds 15 mph.

Advanced (recommendations)
Should not fly when the dominant wind direction is less than 280º or greater than 350º.
Wind speeds in excess of 15 mph are an indication of unusual conditions and should be approached with caution.

Hawaiian Hang Gliding Association

HALEAKALA SITE GUIDE

This is a unique site, lying on the vast slope of an enormous dormant volcano. The mountain produces its own unique weather patterns and can provide very good thermal flying as well as convergence (shear line) soaring. Since the flying area is on the western face of the mountain, it is generally well protected from the prevailing easterly tradewinds. While there may appear to be a number of suitable landing sites, this is not the case. There are active farm fields and pastures with livestock. What, from the air, appears to be a flat and open field is more likely to be a sloping pasture full of large rocks, cactus, deep grass, and wire fencing. Landing out is seldom a good idea. Stick with the designated LZ.

LAUNCH CONDITIONS & HAZARDS

The launch area is relatively clear with a moderate grassy slope which gives plenty of running room. Since launch winds are usually light and because of the altitude, a strong launching technique is a must. Being a thermal flying site, launch winds can be quite variable in direction with katabatic winds dominating the morning hours until heating of the lower elevations takes over and the thermals begin rolling up the slope. As with any thermal site, launching into an up cycle is recommended as the lulls can present no wind, cross winds, or even downslope winds.

Always keep a close eye on the clouds forming in front of launch and beyond. Once started, they can shut down the launch very rapidly. For this reason launches are most often carried out from mid to late morning as the first clouds are just starting to form.

Early afternoon can sometimes bring strong westerlies across the slope, blowing thermals away and making launching pointless if not hazardous.

When the tradewinds take a more northerly direction they can push in from the other direction, with similar results.

LANDING CONDITIONS & HAZARDS

As with any LZ, it is best to get a good look at this one from the ground before seeing it from the air. Normally, thermal conditions dominate the LZ, leading to rapid changes in wind direction and speed.

The LZ is a large, clear pasture but it is not flat. For this reason it is very important to land across the slope even if it means performing a crosswind landing. Being on final, headed downhill is something to be avoided.

Low approaches over the road and fence are not necessary and should be avoided. The grove of trees shouldn't pose a problem but avoid finding yourself downwind of them at low altitudes.

Hawaiian Hang Gliding Association

HALEAKALA RISK MANAGEMENT

The primary risks to pilots flying at Haleakala Ranch (other than those which are addressed in the Site Guide) and to spectators (invited and otherwise) are related to the fact that both the launch and landing areas are adjacent to major roadways and there are few physical restrictions to access by the public. It is up to us, as pilots and guests of the Ranch, to mitigate these risks as much as possible.

Risks at the 6K Launch Area

Because the setup area is directly adjacent to the highway there are risks posed to those both in and out of vehicles, moving and not. Paying too much attention to what's happening in the sky could mean not paying enough attention to what's happening on the road. This applies to pilots, spectators, and motorists. So, what can we do to minimize these risks?

Obviously, pilots' vehicles should be parked off of the roadway. If curious spectators show up they should be encouraged to park at the scenic overlook at best, or at least to emulate the pilots and park well off of the road.

Just setting up our gliders and gear attracts attention. Glider setup should be done as far from the road as possible. The first pilots on site should be setting up closest to launch and gliders should be setup as close to each other as possible.

Because pretty much anyone at all can show up and walk around the setup and launch area there is a certain amount of risk to both spectators and pilots (not to mention equipment). Getting whacked by a wingtip (even if you're just shifting your glider's position, much less launching) can result in an injury to any or all involved.

Most spectators have no notion of what's happening during setup and launch. They can inadvertently be a danger to pilots and themselves. Ideally, they should be encouraged move to the overlook and observe from there. In any case, they should not be allowed to wander around the setup area unless being carefully watched.

In no case should spectators should be allowed within 30 feet of a launching glider.

Even though conditions at launch are usually light, there may be times when the wind kicks up. If that happens, and if your glider starts moving around, don't let it. If you're going to leave it alone, tie it down. A glider flying itself into a spectator or the road is not a good thing.

RISKS AT THE LZ

We have a lot less to worry about at the LZ (apart from getting safely to the ground). Since it's protected by the fence, spectators aren't really a problem. Unless gliders are being broken down next to the fence, a thermal comes through, the glider gets lifted over the fence and ends up on a spectator, someone's car, or the road. Unlikely, yes.

Gliders should be broken down as soon after landing as possible. There's no need to do so next to the fence, keep a couple of wingspans away from it.