

RMHPA Paraglider Walk-Through Procedure



Landing Zones (LZ's)

Begin in the Main LZ next to Colorado Hwy 93.

Review that Lookout is a P 3-4 site. RMHPA and USHPA membership is required as well as the new Jefferson County Waiver sign off. Advanced local P- 2's can fly here with 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:

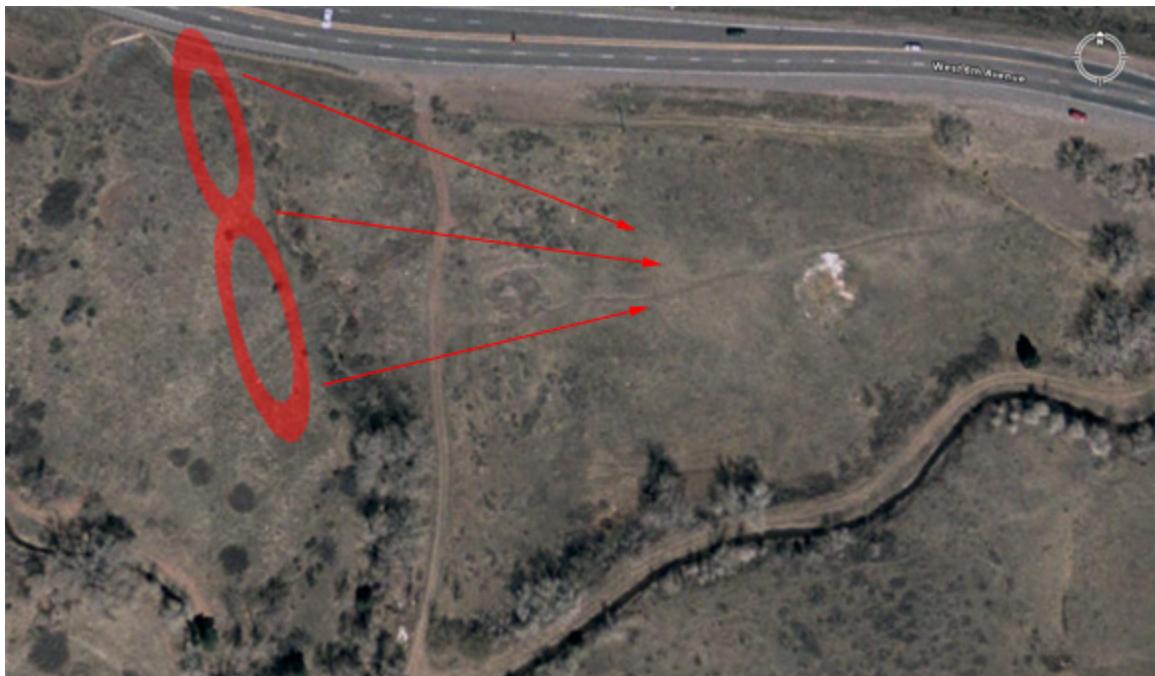
1. The ground slopes up to the south, down to the north.
2. The upslope creates an effectively larger LZ.
3. The area west of the deep ditch is very landable in a S to SW flow at the end of the day.

Approaches

Standard ESE Approach (Figure 8)



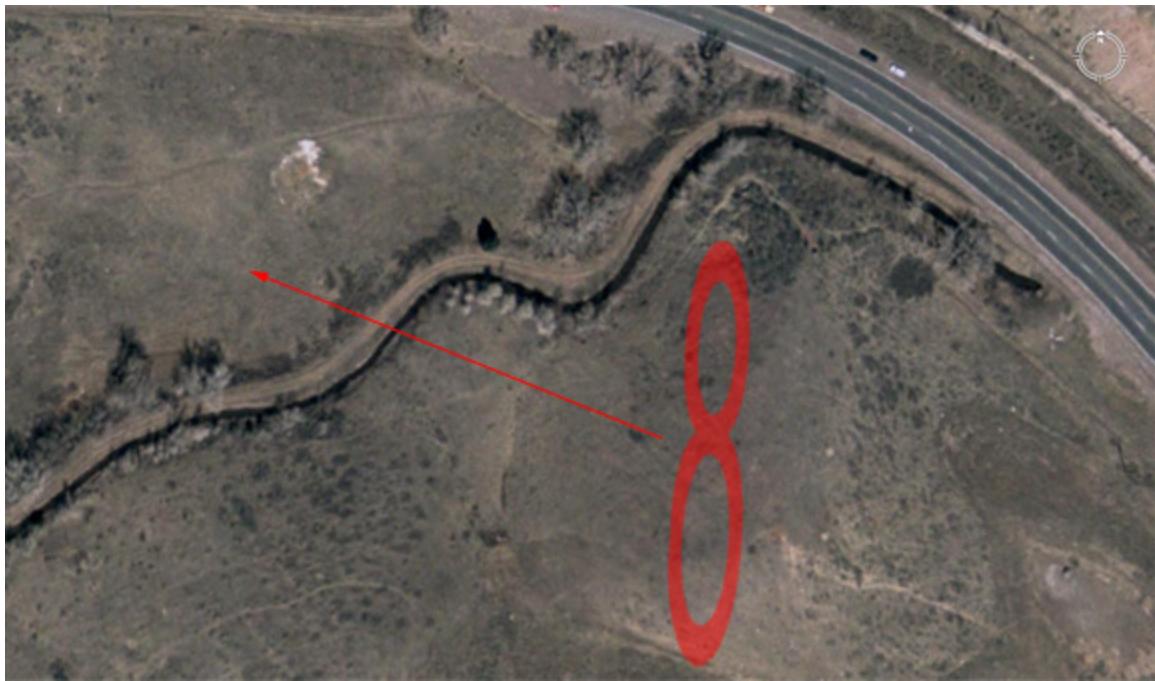
East view similar to view on approach



Top view

Go over the approaches to the LZ:

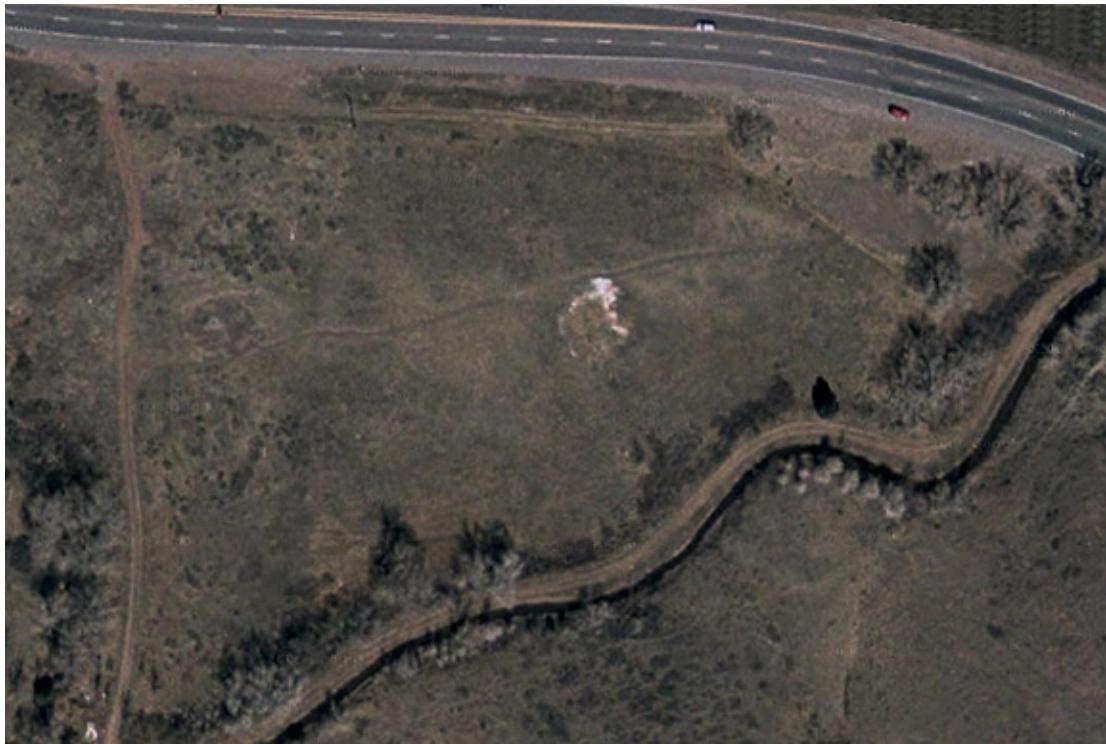
1. Figure 8 (sometimes called S) Turns – This is the normal approach:
 - a. We usually approach from the west and land to the ESE, regardless of wind direction.
 - b. Stress the need to stay back near the hillside, not creep into the LZ.
 - c. Point out the tree next to the lowest power pole. The top 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 approach 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 back and land west of the ditch.
 - f. If there is a north wind an option is to land in the Miner's field.
2. Downwind, Base and Final – Used mostly for Hang Gliders:
 - 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. There is a power line across the highway about $\frac{1}{2}$ way through the LZ. It is maybe 50ft off the ground. If you think you might hit this, you are already way to low, turn in and land.
 - e. Extend or shorten your downwind leg as needed.
 - f. 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.
3. Alternate Northwest Approach
 - a. This approach is very rarely used and should only be attempted by pilots experienced in flying at Lookout – and only when the wind in the LZ is decidedly northwest or west. The ESE, standard approach can be tweaked for almost any condition and is generally a safer choice.
 - b. Begin by losing altitude over the hill to the SE of the LZ.
 - c. Work figure 8 turns over the hill to a very low altitude.
 - d. Remember that the LZ slopes away, to the north, dramatically.
 - e. Aim to barely cross over the ditch.
 - f. Avoid sharp turns near trees to the east and west and cross over the ditch in the obvious open spot.
 - g. Be prepared to make figure 8 turns once inside the LZ to further lose altitude.



Northwest approach – top view



Hazards of 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.

Miner's Field LZ/Stone Pillar/Water Tank LZ

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 as well as south and easterly winds and should be considered anytime the main LZ looks questionable. The terrain slopes to the east so you must land cross slope so if it is easterly you must carefully work your way down as you are flying downhill. Set up is normally flying west of the stone pillars and S turning or

figure 8 turning your way down. This LZ has large power lines to the south as well as smaller more difficult ones to see located to the east. Note the flag on the hilltop just to the south of the power lines.

Launch

Drive to launch and point out the limited parking area and need to carpool from the LZ when possible. Also note that it is best to start 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 usual PG setup area and the hang glider area just below to the north. Stress the importance of good launch technique and danger of being drug into any set up hang gliders, then go over a flight plan. 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.

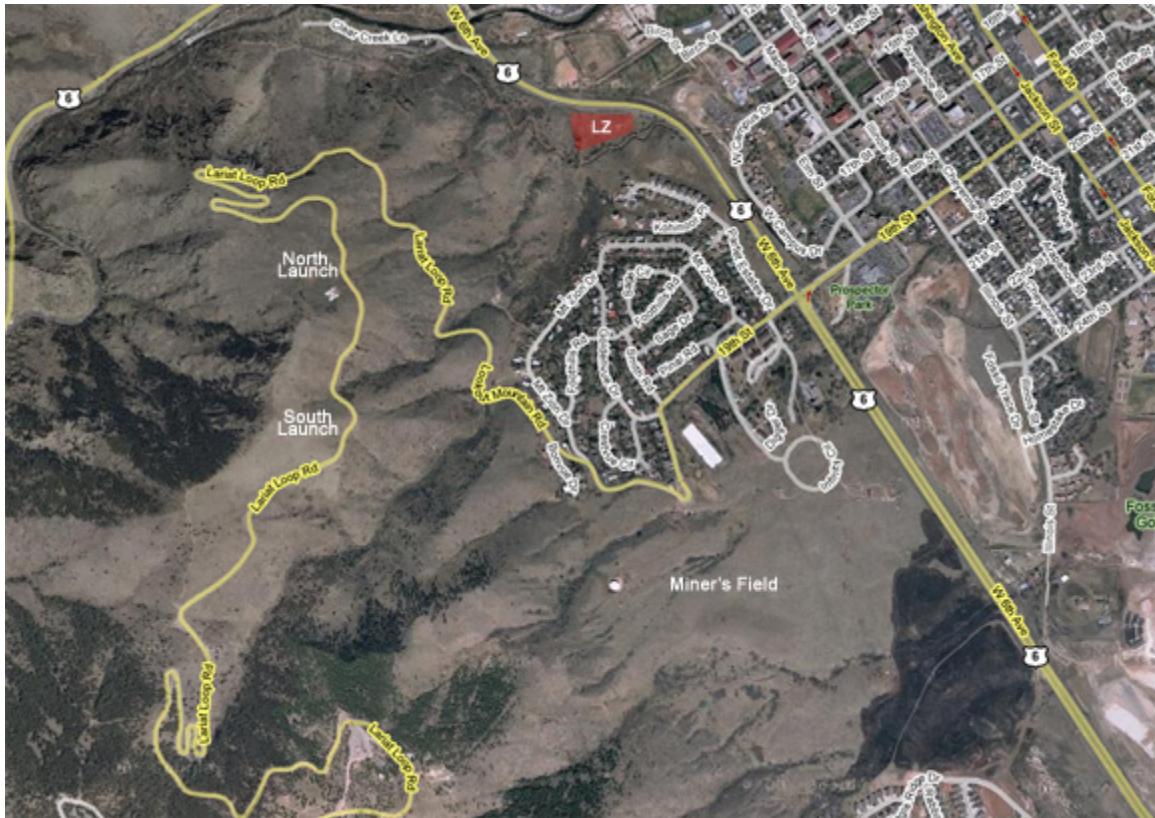
Things to consider:

- Potential issues include a strong north wind, which can cause deflations if the PG pilot launches straight east into the bowl
- Strong south wind is best left to more advanced pilots on this launch.
- The effect of compression, particularly in S/SE wind should be noted (and recommend not setting up towards the back of launch in this situation).
- 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:

- This may be the best launch for new pilots. It works great in anything but north and is more forgiving.
- Point out the hazard of north wind wrapping around the ridge.
- 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.
- Point out the flag at Buffalo Bill's.
- Point out the dangers of Windy Gap.



Other considerations for flying at Lookout:

- 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).
- 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).
- Flying close to the hill is a major risk, which hasn't worked out well for many (pick your favorite example).
- Clear Creek Canyon should be avoided - don't fly back there unless you have plenty of altitude (more than you may think).
- 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.
- Perhaps a mention of the generally unpredictable nature of a leeside site and particularly Lookout
- 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.

