HEMET RADIO PROCEDURES

Hemet-Ryan Airport

Reference: NON-POWERED SAILPLANE/GLIDER AIRPORT OPERATIONS MANUAL (AOM) Revision 1 8/01/2011, Riverside County Economic Development Agency, and (AIM) Aviation and Aeronautical Information Manual, FAA, Ch. 4-1-9 and 4-2.

1. (AOM) All sailplanes and tow planes are required to be equipped with an operable VHF radio for communications and to make, and monitor calls on the Common Traffic Advisory Frequency (CTAF) that is currently listed in the Airport Facilites Directory (A/FD) as 123.0 MHz. A portable VHF radio will satisfy this requirement.
2. (AOM) When CALFIRE is in frequent or continuous operation, sailplane operations are restricted so as not to interfere with or impede CALFIRE air attack operations. The Air Attack Base Officer will contact the Sailplane operations via Unicom or telephone to establish a glider operational "stand down" and provide estimated length of time for the suspension, and will thereafter give clearance so that sailplane operations may safely resume.
3. (AOM) Once the tow rope is connected and preparations are complete, the sailplane pilot signals his or her readiness by radio communication to the tow plane pilot.
4. Tow pilot will announce before departure on 123.0 "Hemet traffic, Glider on tow departing glider runway 22 (or 4), Hemet ."
5. (AOM) Sailplane tow rope break practice will be conducted with an announcement made by R/T communications, once the rope break is underway.
6. Gliders being towed will monitor 123.0 MHz until off tow. Announcing "off tow" is not mandatory but sometimes polite after a "soft" release. Any emergency announcements will be made over 123.0 MHz by the tow pilot, Safety Officer or Pilots in Command. Keep Communications on 123.0 MHz to a minimum. No Chatter.
7. Gliders wanting to communicate with base stations and other gliders may use 123.3 MHz after being off tow. Lake Elsinore gliders may be on 123.5 MHz.
8. Monitor 123.0 MHz well before pattern entry.
9. Everyone will use the "Self-Announce Position and/or Intention" procedure outlined in the AIM 4-1-9g broadcasting on 123.0MHz their intentions for landing when approaching the IP.
    a. Example: "HEMET TRAFFIC, GLIDER 32B AT THE IP ENTERING A RIGHT 45 FOR LANDING GLIDER RUNWAY 22, HEMET." Note: Announcing the IP assumes that you are at 2500'. If that is not the case, announce Position, Altitude and Intention.
    b. "HEMET TRAFFIC, GLIDER 32B AT THE IP ENTERING A (left) 45 FOR LANDING GLIDER RUNWAY 4, HEMET." (left is not necessary)
10. Announce base leg and final approach Example: "HEMET TRAFFIC, GLIDER 32B, RIGHT BASE FOR GLIDER RUNWAY 22, HEMET."
11. Remember: LISTEN before you transmit. THINK before you key the transmitter.