

SOPs for Heber City Municipal Airport - Russ McDonald Field – 36U

Russ McDonald Field is a multi-use airport located at the southern edge of Heber City, UT. The airport location is at N40.4818 W111.7666, at an elevation of 5637 MSL. It is owned and operated by the City of Heber. The airport is used by a wide variety of aircraft and as such requires increased vigilance and traffic awareness. You can expect to see anything from a Cessna 150, ultra-lite or glider to a Gulfstream G-V, Stearman or AT-6 military trainer, arrive and depart from 36U. IFR arrivals generally will come in from the north and a lot of times will enter a right base leg to RUNWAY21, three to four miles northeast of the field. Airport information can be found at the FAA digital – Airport/Facilities Directory website: http://aeronav.faa.gov/index.asp?xml=aeronav/applications/d_afd

Facilities:

There are several restrooms available on the airport. There is one located at the Soar Utah offices as well as one in the main office for OK3. Both facilities are located on the southeast end of the main ramp. Some of the private hangars are also equipped with restrooms and their occupants will allow you to use them in an emergency.

Oxygen is available from the USA supplied oxygen tanks in the main hanger of Soar Utah. If you are not familiar with the use of the tanks, please ask for assistance from someone who has experience.

Limited food is available on the airport. Immediately to the northeast, full services are available in the city of Heber City, UT.

Communications:

There is no control tower. All traffic advisories are by communication through the CTAF on 122.8. Due to the busy nature of the airport, CTAF is a crowded frequency. Keep transmissions to a minimum. For air to air communications once off tow and out of the airport area, use 123.3, not CTAF. For all radio transmissions use the last three characters of your ship number, preceded by "glider" (i.e. "Glider 46Y"). If your ship has highly visible contest numbers, the use is recommended.

Keep all radio transmissions to a minimum. Make your first call entering the area 1-2 miles out, or preferably over one of the landmarks described later. Make a second call anywhere in pattern (preferably downwind or base). No other calls are required unless traffic demands.

Runways, taxiways and windsocks:

There is one runway, 6900 feet long and 75 feet wide, designated runway 3/21. Left traffic is used on both runways and glider operations are not separated from powered aircraft. There are some options available for landing a glider off of the pavement. However, using any of the available optional landing areas involve increased risk and are not recommended for normal operations. These options are described later in this document.

A single taxiway runs parallel to the entire length of the runway. There are seven taxiway exits from the runway, designated A1 thru A7.

There are two windsocks. The primary windsock is located in the segmented circle and is clearly visible during staging and takeoff roll when using either runway. The secondary windsock is on the grass strip to the northeast.

Towing and staging:

All towing operations are conducted by Soar Utah. There is one tow plane available, a Piper Pawnee, registration number N50TP. This tow plane is equipped with a retractable tow rope. Soar Utah current employs three tow pilots. No reservations are required and normal operations are from 0900 to 1700 Wednesday through Sunday.

The preferred runway for glider launch and recovery is runway 21. The second taxiway from the approach end, Taxiway A2, is wider than the others and is normally used for glider staging and recovery operations. Commonly single seat gliders may opt to recover at taxiway A3 in order to reduce the ground tow distance to the glider trailer storage area on the main ramp. Runway 3 is seldom used for glider launches due to the long tow out to the staging area, located at TWY A6.

The staging process at A2 follows a prescribed order. Normally there is at least one person available, either another friendly glider pilot, or an employee of Soar Utah, to help push you out and stage. Gliders waiting for tows are lined up facing the runway with the tail of the glider backed to the row of hangers, which parallel the taxiway. Do not park too close to the hanger doors. If the occupant of the hanger opens the main hanger door with a glider parked too close, the door will strike the tail of the glider. Also remember that you are standing adjacent to an active taxiway. Stay alert.

When you are next in line for a tow, pull your glider to the hold short line, on the southwest side of the taxiway, with the tail oriented to the north. Once moved from the standby position (against the hanger) the pilot (and passengers, if any) should be in the glider and all checklists completed. After the tow plane has passed the waiting glider, the glider is pushed back, the tail is swung to the northeast and the right wing is placed on the ground. When you are hooked up and ready, waggle the glider rudder to indicate to the tow pilot you are ready. No radio call is necessary, nor desired. As you are waiting on the runway remember that the Pawnee has a retractable tow rope. Don't be deceived that the rope is played all of the way out until the tow plane has stopped moving forward and the tow rope is taugt.

The staging process is has been designed to accommodate all different types of aircraft that utilize this airport. When staging at TWY A2, you can expect to hold short of the runway to allow other power traffic to arrive and depart if they are present. The tow pilot will determine when the time comes to launch. As glider pilots we like to build solid relationships with the power folks, and at the same time not delay our operations too much.

Premature tow termination:

The sixty-nine hundred foot runway, combined with the performance of the Pawnee tow plane will allow for sufficient runway remaining for landing in the event of a premature termination of the tow shortly after liftoff. Once the runway is no longer a viable option, there are several other possibilities for landing. There is an alfalfa field immediately to the north of the departure end of runway 21, on the north side of US189 (the busy highway the parallels the airport to the north). This field has an active irrigation system that must be respected. Look for the pipe. The alfalfa field to the west is an option as well. This field has power lines bisecting the field. You must either land long, over the top of the wires, or land short. There is also a ditch and power lines to the north of this field. Use caution.

Towing patterns and operations:

The tows from 36U follow a predictable pattern. The actual tow will depend on what you want to accomplish for the flight (i.e. pattern vs extended flight), and the weight of your ship:

- Pattern tow: Depart runway 21 and make a right 360 degree climbing turn to re- enter an up-wind leg to runway 21 at approximately 6800-7100 MSL. Release in a right hand turn and setup to a left crosswind pattern entry to runway 21.
- 3000' AGL Tow: This used for training. Depart runway 21 with a right climbing turn. Expect to stay on a northeasterly heading until reaching 7000' MSL then make a climbing left hand turn to end up on a southwesterly heading. Climb to 8600 MSL and release.
- Ridge Tow: This is used to go soaring off of 36U. If you are in a heavier glider, expect to depart runway 21 with a right climbing 360 degree turn and end up heading towards the Deer Creek Reservoir. Once you have passed the "Point" you will make a left climbing turn to remain on the south side of the "Ridge". Normal release is between 8000 and 9000 MSL depending on aircraft, WX and pilot experience. If you are flying a single seat glider, expect to do all of the above except the left 360 climb over the airport. Singles are light enough to just head out towards Deer Creek Reservoir and climb.
- Cascade Springs Tow: This is used early in the day and on days when a north wind pattern may exist in the Heber valley. Depart runway 21 with either a right 360 climb or straight out (1 versus 2 place glider). Climb to the west and end up over Cascade Springs (6 miles west of 36U) or Terrace Mountain (7 miles west of 36U) somewhere between 9500- 10,000 MSL.

Landmarks and position reports:

There are several prominent landmarks in the area used for position reporting and traffic awareness:

- The Ponds: located 2 miles northwest of the airport: "Over the ponds, two miles to the northwest inbound for landing".
- Jordanelle Reservoir: is 7 miles to the north: It is the beginning of the instrument approach (RNAV GPS -A) and the end of the RNAV IFR departure (COOLI 1 Departure). You may view these procedures at the FAA digital - Terminal Procedures Publication/Airport Diagrams website.
(http://aeronav.faa.gov/index.asp?xml=aeronav/applications/d_tpp)
- Deer Creek Reservoir: is 2 miles to the southwest of the airport.
- The Gun Club: is on a 45 to downwind for runway 21: "Over the gun club, on a 45 entry for downwind runway 21"
- Daniels Canyon: is 3 miles to the southeast (US Hwy 40 runs up this to Strawberry Reservoir).
- The Pines: are a fix located approximately 4 miles south of 36U on the "Ridge" (the ridge is the first set of mountains just to the south of Heber airport. It is commonly used to tow gliders to release in our house thermals). A good suggested benchmark altitude to use when determining to head back from the pines to 36U or not is 8600 MSL. (Please use these altitudes based on WX conditions, aircraft capabilities and pilot experience). A good rule of thumb is to stay on the southwest side of the ridge and work your way north as you lose altitude. Flying to the leeward (northeast side) on a windy day can result in severe sink.
- The Point: is located 2 miles south of 36U on the "ridge". A minimum suggested recommended altitude to use before turning back to the airport is 7300 MSL. You probably have to enter a 45 to a left downwind from this position and altitude to get into the traffic pattern.
- Wallsburg Ridge: is located 6 to 7 miles southwest of 36U. Suggested minimum altitude to think about returning to 36U is 10,000 MSL. Note: to get off the first "Ridge" closest to 36U and fly to the Wallsburg ridge, a suggested altitude would be 11,000 MSL. You can expect to lose approximately 1000 MSL crossing the Wallsburg valley.

Traffic pattern:

Both runway 21 and runway 3 use standard left hand patterns. Plan to be in the airport traffic area at 7100 AGL (1500 AGL) and abeam the windsock at 6400 MSL (800 AGL).

Some good initial points are:

- Gun Club 1 mile south of 36U. Use of this entry should be limited to calm wind conditions. A sometimes violent leeward rotor can be had generated from the wind spilling over the mountain ridge 2 miles south of the airport. RESPECT THIS WIND, IT CAN BRING YOU DOWN IN A HURRY (1000fpm sink in common during windy days).
- Halfway between the ponds (2 miles northwest of the airport) and runway 3/21. When using the left crosswind entry, cross runway 21 over the 1000' touchdown zone bars on runway 3 in a left crosswind. An overhead pattern descending into downwind leg is OK. Entering the traffic pattern from the "Ponds" will give you the most time and visual clues to fit into the existing traffic flow. We gliders do have the right-of-way but helping out the power planes by holding out, if able, over the Ponds will go a long way to building a solid, safe and friendly airport environment.

Alternate, on-field landing options:

Occasionally, despite the best intentions, there are conflicts with other aircraft landing. Normally the conflicts will occur with both aircraft landing on runway 21, but occasionally you may find another aircraft landing the opposite direction from your intended direction. There are some options available when you find this may be the case:

- The overrun prior to runway 21 is OK for landing, but land short. Runway end lights could be obstructions. The same is true for runway 3, but the available landing area is shorter.
- Landing in the grass on the north side of RYW 21 prior to the segmented circle is OK. The condition of the field is rough but land-able. It is a great option if another aircraft pulls out onto runway 21 as you turn final approach or another glider has landed on runway 21 and blocked a safe landing zone for you. Plan to land after the abeam point for the VASI lights for 21 and don't land so long as to run into the segmented circle.
- The infield grass between the runway and taxiway are useable. Do not use the first two at the northeast end of the runway (adjacent to the approach end of runway 21). The four remaining to the southwest are good for landing. The infield south of TWY A3 (intersection abeam the fuel farm at OK3) looks to be the best condition. The infields south of TWY A4 are very uneven and rough. They are usable in a pinch.

Directions to the airport:

From Salt Lake City – I-80 East to Kimball US-40/US189 (exit 146). Drive through the town of Heber. As you approach the south edge of town, at a traffic light, turn right on to US-189. Immediately change to the left lane and take the first left onto Daniels Canyon Road. After approximately seven tenths of a mile turn right on to Airport Road. The USA glider is parked in front of the Soar Utah office on the northeast edge of the main ramp. You may park in the Soar Utah parking lot (gravel).

From Provo – US189 east through Provo Canyon. Just prior to entering the south edge of Heber City, or the intersection of US-40, turn right on Daniels Canyon Road. After approximately seven tenths of a mile turn right on to Airport Road. The USA glider is parked in front of the Soar Utah office on the northeast edge of the main ramp. You may park in the Soar Utah parking lot (gravel).

Thanks to Paul Schneider for his contribution to this document.

HEBER CITY MUNI—RUSS MCDONALD FLD (36U) 1 S UTC-7(-6DT)

SALT LAKE CITY

N40°28.91' W111°25.73'

COPTER

5637 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CDC

H-30, L-90, 110

RWY 03-21: H6899X75 (ASPH) S-30 MIRL 0.8% up NE

IAP

RWY 03: Road. RWY 21: PAPI(P4L)—GA 4.0° TCH 45'.

AIRPORT REMARKS: Attended May-Oct 1400-0100Z†, Nov-Apr 1500-0000Z†. Fuel 24 hr credit card svc avbl. Glider activity on and in vof arpt. Balloon activity on and in vof arpt in summer months during morning hrs. Rwy 21 PAPI unusable byd 3.5 NM from thld and 6° from centerline. Acft departing south-southwest bound be aware of high tfc volume descending to 16,000' over SPANE intersection. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.825 (435) 657-0892.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CITY APP/DEP CON 119.95

RADIO AIDS TO NAVIGATION: NOTAM FILE CDC.

FAIRFIELD (H) VORTACW 116.6 FFU Chan 113 N40°16.49'

W111°56.43' 046° 26.5 NM to fld. 7690/16E.



