

Aerosoft

Hawaii

Dillingham



Introduction3
A Trip To Dillingham4
System requirements5
Credits5
Copyrights5
Contact support7
Removing the scenery7
Settings & Frame rates7
Dillingham Airfield Information.....8
 Airport Operations8
 Airport Communications.....8
 Nearby radio navigation aids8
 Additional Remarks.....8
 Runway Information9
 Runway Information9



Introduction

Dillingham Airfield is a general aviation joint-use facility on the north shore of O'ahu near the town of Waialua. There is one 5,000' by 75' runway, a State-operated UNICOM (air traffic advisory) facility, several hangars, and a tie down area for recreation aircraft, but few other facilities. Traditionally, the airfield has been used mainly for recreation such as glider soaring, hang-gliding, parachuting, and skydiving.

The airport was originally constructed in 1927, christened Kawaihapai Military Reservation. Later it was known as Mokuleia Field, and finally Dillingham after being pressed into service following the attack on Pearl Harbor. It was deactivated in 1948. In the subsequent decades, it fell quiet until part of the airport was opened for recreational aviation by permission of the U.S. Army, who retain ownership.

Recently the field has become known to TV watchers as the backdrop for the hit series 'Lost'. As you explore the surrounding you might find some parts strangely familiar. In fact, the airport itself is featured in the episode "[The 23rd Psalm](#)", where it stands in as the African airport where Mr. Eko's brother is shot attempting to take off.

The airport is heavily used for glider operations in real life, due to the excellent winds and nearby Waia'nae mountains. It's perfectly suited for the new glider options of FSX, but of course any small aircraft will feel at home.

The scenery was created by Bill Womack, well known for his work on small airports. We are pleased to welcome him to Aerosoft as a developer, and are looking forward to more products.

A Trip to Dillingham

By **Bill Womack**

When most people think of Hawaii in general and the island of Oahu in particular, they picture crowds. The high-rise forests of downtown Honolulu, the throngs of baking sunbathers laid out on the beaches of Waikiki like cordwood. There is another side to the island, however—figuratively, and literally.

Let's leave behind the crowds of shoppers and surfers and take to the H1 freeway. Around Pearl City, we branch right onto the H2, and head up the valley between the hump of the Waia'nae mountains on the left, and the distant Koolaus on the right. At the last vestiges of city, we turn onto Farrington Highway, and strike out for the sparsely populated North Shore.

Out here, it's mostly cane fields and stands of scrub Koa. The few houses you encounter might be low-slung palaces with wrought iron gates, but just as likely, they're a patchwork of trailers with homespun additions, topped with sheets of jagged corrugated tin. The skinny poi dogs sit on their haunches and watch you roll by, their eyes drooping at half-mast.

The earth here is a deep red that spills onto the edge of the road and clings to the tires of the rusted pickup trucks. You pass a stand of papaya trees swaying, and the blackened hulk of yet another burned out car melting into the roadside landscape. This is local Hawaii, a slow and easy mélange of lush green, salty air, and tropical decay.

Up ahead on the left is Dillingham airfield. It's definitely no big-city airport. The few buildings are made of sturdy concrete block to withstand the corrosive sea air. The asphalt is a maze of cracks, bristling with stiff, stubborn grass. The disused WWII taxiways have faded away, with only their ghostly outlines still visible.

Swinging into the parking lot, you notice the signage belying what brings tourists to this far-flung stretch of beach. They're day-glow yellow, in English and Japanese, announcing glider rides and skydiving outfits. If this is a weekend, look out! That rippling flag-in-the-wind sound just might be hordes of feet about to drop on you from above as another flock of parachutists drift back to earth.

Check out the rows of sagging old planes resting on the ramp. There aren't too many glamorous hangar queens here, mostly old workhorses waiting to be hitched to gliders or taken aloft for yet another spin around the nearby mountains. They're none too proud, but you won't find a sturdier group of battle-tested old birds anywhere.

If you're from a big city, you might feel a little uncomfortable the first time someone just walks up to you and starts talking. Hawaiians love to "talk story," and they'll happily shoot the breeze with you for hours, watching the planes buzzing around

overhead. Don't be surprised if you find yourself falling into their relaxed cadence, and smiling more than you're used to. You're on island time now.

System requirements

- Microsoft Flight Simulator FSX + **SP1**
- Windows XP/Vista
- 2.0 GHz processor (Dual Core CPU highly recommended)
- 1 GB RAM internal memory (2 GB recommended)
- 256 MB graphic card (more highly recommended)
- Adobe Acrobat® Reader 7 minimal to read and print the manual (¹)

(¹) Available for free, download at:

<http://www.adobe.com/prodindex/acrobat/readstep.html>

Credits

| | |
|------------------------|--|
| Concept: | Bill Womack |
| Programming: | Bill Womack |
| Project Management: | Bill Womack, Mathijs Kok |
| Manual, documentation: | Bill Womack, Mathijs Kok |
| Installer: | Andreas Mügge |
| Testing: | Several good folks who will all be getting a free copy |
| Images: | Nick Churchill |

Special thanks to Joerg Dannenberg, Jon Patch, and Arno Gerretsen for the animated windsock, and Andy Tulenko for the additional reference photos.

Copyrights

The manual, documentation, video images, software, and all the related materials are copyrighted and cannot be copied, photocopied, translated or reduced to any electronic medium or machine legible form, neither completely nor in part, without the previous written consent of AEROSOFT. THE SOFTWARE IS FURNISHED «AS IS» AND IT DOES NOT COME FURNISHED WITH ANY GUARANTEE IMPLICIT OR EXPRESS. THE AUTHOR DECLINES EVERY RESPONSIBILITY FOR CONTINGENT MALFUNCTIONS, DECELERATION, AND ANY DRAWBACK THAT SHOULD ARISE, USING THIS SOFTWARE.

Copyright © 2007 AEROSOFT & Bill Womack. All rights reserved. Windows® 2000, XP, Vista and Flight Simulator X are either registered trademarks or trademarks of Microsoft Corporation in the United States and/or other countries. Lost™ TM and ©American Broadcasting Company/Touchstone TV/The Walt Disney Company/Bad Robot Productions registered trademarks or trademarks in the United States and/or other countries. All trademarks and brand names are trademarks or registered trademarks of the respective owners.

We take copyright violations seriously. If you find any pirated copies of this software please notify us at info@aerosoft-shop. We will make sure verifiable reports of copyrights violation are rewarded.

Aerosoft GmbH
Lindberghring 12
D-33142 Büren, Germany
www.aerosoft.com
www.aerosoft-shop.com

Contact support

Support for this product is offered by Aerosoft. We prefer to have a support forum for the simple reason that it is fast and efficient because customers help customers when we are sleeping.

Aerosoft forums: <http://forum.aerosoft-shop.com>

We feel strongly about support. Buying one of our products gives you the right to waste our time with questions you feel might be silly. They are not.

Removing the scenery

Never remove the product manually, always used the control panel applet to do so. Failing to do so could create serious problems.

Settings & Frame rates

As with all add-ons the scenery and traffic settings determine how fast your FSX will be. This scenery does not put a lot of load on the system but near the airport terrain you will see somewhat lower frame rates because the density of objects is highest there. As one side of the scenery is the ocean with little detail you will find surprisingly high frame rates. There are a few settings that are important;

- **Texture Resolution:** The photo scenery underlying Dillingham is sampled at 60cm/pixel. To get the most out of it, set your Texture Resolution in the sim to 60 cm. Setting it to a lower setting, like 1m, will work but give you fuzzier ground textures.
- **Road Traffic:** If you have a rig capable of turning on traffic, setting your road traffic to 15% or so mimics the amount of traffic the road to Dillingham gets on an average day. This is not an urban area, but a bit of a drive out into the country. And the road that goes past the field dead-ends to the west of it. The scenery includes custom traffic paths designed to get the traffic flowing about right.
- **Scenery Complexity:** The 3D objects in the scenery are activated in two stages of complexity. At "normal", you see the buildings, some cars, and a few humans. "Dense" shows the rest.



Dillingham Airfield Information

FAA Identifier: PHDH
 Lat/Long: 21.5794736, 21° 34' 46.1050" N
 158.1972814, 158° 11' 50.21" E
 Elevation: 14 ft. / 4.3 meters
 Variation: 11E (2000)
 From city: 2 mile west of Mokuleia, HI
 Time zone: UTC -10

Airport Operations

Airport use: Open to the public, Civil with permission of US Army
 Control tower: No
 Attendance: 0700-1530 (customs)

Airport Communications

CTAF/UNICOM: 123.00 (0900-1700)

Nearby radio navigation aids

| VOR | VOR name | Freq | Var |
|-----|-----------|--------|------|
| HNL | HONOLULU | 114.80 | 011E |
| CKH | KOKO HEAD | 113.90 | 011E |

Additional Remarks

- SIMULTANEOUS GLIDER/POWERED ACFT OPNS.
- ULTRALIGHTS ON & INVOF ARPT.
- ALL NIGHT FLIGHTS INTO AIRFIELD MUST BE COORD WITH US ARMY HAWAII RANGE
- PPR FOR CIVIL ACFT 12,501 POUNDS AND OVER, CTC ARPT AIRSIDE OPS MANAGER
- EXTNSV MIL HELICOPTER & GLIDER OPNS DAILY. AEROBATIC TRAINING OFFSHORE N OF AIRFIELD ABV 1500'.
- CLSD TO CIVIL ACFT SS-SR.
- SKY DIVING ACTIVITY ON AND INVOF ARPT.
- CTN: LARGE SEA BIRDS ON AND INVOF ARPT NOVEMBER THROUGH APRIL.
- NO RUNNING LNDGS WITH SKID TYPE HELICOPTER ON RWY - APVD TWYS ONLY.
- A 5000 X 75 FT RWY FOR LGT POWERED ACFT HAS BEEN PAINTED IN THE CENTER OF EXISTING 9007 X 75 FT PAVED AREA FOR CIVIL USE STARTING APPROX 2000 FT FM EACH RWY END.
- POWERED ACFT SHALL KEEP BASE LEG IN CLOSE AND CROSS THE ARPT BOUNDARY FENCES AT OR ABOVE 600 FT MSL IN ORDER TO ASSURE SAFE SEPARATION FROM SAILPLANES USING THE FIRST 2000 FT (SHORT OF THE DSPLCE THLD).

Runway Information

Runway 08/26

Dimensions: 9007 x 75 ft. / 2745 x 23 m

Surface: asphalt/ in fair condition

Single wheel: 40,000 lbs

Double wheel: 152,000 lbs

Double tandem: 180,000 lbs

Runway edge lights: medium intensity

RUNWAY 08

Elevation: 14.2 ft.

Gradient: 0.0

Runway Heading: 80 Mag / 91 True

Disp Threshold: 1993 ft.

Markings: Basic, good condition

Traffic Pattern: Left

Lighting: None

Obstructions:
runway,

RUNWAY 26

Elevation: 10.2 ft.

Gradient: 0.0

Runway Heading: 260 Mag / 271 True

Disp Threshold: 1995 ft.

Markings: Basic, good condition

Traffic Pattern: Right

Lighting: None

Obstructions: 60 ft. trees, 1400 ft. from

100 ft. right of centerline,
20:1 slope to clear

