

# HOIU Airfield Guidelines

The purpose of these guidelines is to promote safe and courteous operations at the airfield and good relations with neighbors in the community where we fly. These guidelines are not all inclusive nor do they replace common sense practices needed to support these objectives.

## Pattern

1. The Well's field traffic Pattern is defined by Tim's runway to the North, 1-74 to the South, the Deer Creek residential fence line to the East the farm field fence/creek border to the West and from ground level to 1000 foot AGL, There is no Pattern flying North of the runway. (See picture on the next page)
2. All flying in the Pattern area must be in the "Pattern" and following pattern rules.
3. Pattern flying should be used for take-off, landings, and pattern skill development; 'joy-riding' is discouraged, especially when other aircraft are using the Pattern.
4. Pattern altitude is 300 to 1000 feet AGL depending upon aircraft model and flying characteristics.
5. Enter the Pattern in level flight at Pattern altitude across from the runway midpoint.
6. Maintain Pattern altitude until across the approach end of the runway on the down wind leg.
7. Do not attempt to land if another aircraft or people are already on the runway, you must perform a "go-around" at a safe altitude. Remember, aircraft have different 'blind spots' for seeing other aircraft.
8. The runway should only be used for taxiing, takeoffs, or landings. Do not park, load passengers, make adjustments, or other non-flying activities on the runway. Use the grass ramp area for these activities.
9. If you have an aircraft radio, announce your intention on frequency 122.75 MHZ before entering the pattern. Remember most aircraft have blind spots for seeing other aircraft.
10. On weekends, early morning noise (pre 9AM) is prohibited. Pattern operations are not allowed without prior permission from Tim Wells. However, an occasional takeoff & landings is allowed provided flying near the airstrip is limited.

## No Fly Areas

1. Do not over fly the town of Deer Creek.
2. Do not over-fly any houses near the field unless 800 feet or higher.
3. Do not fly a traffic pattern North of the runway.
4. Try to minimize the noise and nuisance factor by not flying near Deer Creek and other houses near the field especially on a regular basis.

## Take-off

1. Check for other planes on the ground and in the Pattern before pulling onto the runway. Remember, planes in the pattern approaching to land have the right-of way.
2. If possible, complete the take-off checklist (engine, controls, instruments, wind, etc.) before pulling onto the runway. If you have an aircraft radio, announce your takeoff intention on frequency 122.75 MHZ to Deer Creek traffic.
3. Check again for no planes on the runway or in the pattern before starting the take-off roll. Do not take-off if another aircraft is on the runway, unless you are ahead of it.
4. After lift-off fly down center of the runway while climbing for safety.
5. Turn onto the Base leg at the end of the runway or when a safe turning altitude is reached.
6. When departing to the West, turn South at the end of the runway to minimize noise and over flying the house west of the field (Rodney's & Martha's house). When departing to the East, turn south at the end of the runway to minimize noise and over flying the houses at the edge of Deer Creek.

## Misc.

1. No formation flying or flying close to another aircraft without a prior arrangement between the pilots.
2. All pilots are responsible to "see and avoid" other aircraft. Do not pass over, under, ahead of or around flying aircraft unless well clear. Remember most aircraft have blind spots and though you see them, they may not be able to see you.
3. Always check the area for people or objects and yell "clear prop" before starting the engine.

4. Never leave a running engine un-manned. An engine must be stopped before leaving the aircraft, even for a moment.
5. Be mindful of engine noise and prop blast wind, for extended running move to the far side of the field to minimize the nuisance to others at the field or residents of the Well's house.
6. Flying un-safe or non-air worthy aircraft will not be tolerated at the field and will result in the loss of field use & privileges.
7. Unsafe or non-air worthy pilots or pilot activities will not be tolerated and will result in the loss of field use & privileges.
8. Field use by new pilots or new pilot solo training should be discussed with Tim Wells before proceeding. New aircraft testing by new pilots are not allowed at the field.
9. On weekends, early morning noise (pre 9 AM) is prohibited. Takeoffs and landings are allowed but flying near the field or frequent pattern operations are not allowed without prior permission from Tim Wells.
10. The field has many visitors, be mindful of their safety and lack of familiarity with aircraft and field procedures. This is especially true for children.
11. Field safety is everybody's responsibility, regardless of whether flying an aircraft or not. We must all monitor our selves and each other, and share the information so all of us can benefit from the lessons learned to prevent problems.
12. Pets and other animals at the field are discouraged and must be leashed and under owner control at all times. In general, pets should remain in visitor's vehicles to avoid harm or damage.