

AIRCRAFT OPERATION SUGGESTIONS



2011 WOOD, FABRIC & TAILWHEELS FLY-IN

Lee Bottom Flying Field

Friday - Saturday - Sunday

September 24, 2011

PLEASE REMEMBER . . .

- This is a public use airport located on a farm and the airport does not close during the event.
- You are all responsible for your own safety just as you are at any other public use airport.
- We are only offering these guidelines as suggestions and you are not required to follow any of them.
- Your duty is to follow regulations and all methods available to you for a safe arrival and departure.

This information packet was created to give you safety guidelines for operating in and out of Lee Bottom during the fly-in. Although the information contained within will make things go smoother, none of it is mandatory and was not created to make things more difficult.

Read it, digest it, and add the information into your normal procedures. You do not need to be reading this while arriving or departing, nor do you need to be worried when you think you forgot something. Basically put, just operate in a safe manner and in a way that takes others into consideration so that things flow smoothly and efficiently.

If the weather looks questionable for the fly-in (Saturday), please refer to our website www.LeeBottom.com to find out if it has been postponed to Sunday. Information will be posted by 10PM (ESDT) on Friday night.

DISCLAIMER WARNING

Under Indiana law, an agritourism provider is not liable for an injury to, or the death of, a participant in agritourism activities at this location if the death or injury results from the inherent risks of agritourism activity.

Inherent risks of agritourism activities include risks of injury inherent to land, equipment, and animals as well as the potential for you to act in a negligent manner that may contribute to your injury or death, or for other participants to act in a manner that may cause you injury or cause your death.

You are assuming the risk of participating in this agritourism activity.

IMPORTANT NOTES

Aircraft Departures:

- 1) Wing walkers will be available if you need them
- 2) If departing to the South (18):
 - **BEWARE:** Corn has been planted in field to the north of 18. The corn can impair the visibility of arriving aircraft from seeing departures waiting along the corn. And, those awaiting departure at the corn may not be able to see arrivals.
 - Please stop at displaced threshold (3 cones) for run-ups.
 - Those capable of departing with 3880' should plan to depart from displaced threshold. Those needing the extra 200' for departure should use extreme caution for arriving aircraft.
 - On Saturday after 1PM, a spotter will be available to assist in traffic visibility.

General Field Information:

- 1) If wind is light and calm, preferred runway is 36.
- 2) Fuel is available 7 miles north at Madison IMS.

Aircraft Parking:

- 1) All aircraft on both sides will be parked in order of arrival - back to front. Exception: Large Aircraft & Seaplanes
- 2) Small taildraggers NOT camping will be parked on EAST side
- 3) All camping aircraft will be parked on side of hill (WEST side) - arriving Friday only.

Arrival Procedure:

IMPORTANT NOTE: The defunct power plant that is the primary arrival fix has changed in appearance. All major structures have been demolished. The fix is now made up of large open areas and large single level steel buildings.

If Traffic is Landing to the South (18)

- **BEWARE:** Corn has been planted in field to the north of 18. The corn can impair the visibility of arriving aircraft from seeing departures waiting along the corn. And those awaiting departure at the corn may not be able to see arrivals.

Field Location

Identifier: 64I

Coordinates: N38-37.87 W085-26.61

Located on St. Louis Sectional Chart

Due East of NABB (ABB) VOR

Runways: 18 - 36

4100' X 100' end to end

200' displaced threshold on 18 for crops

800' displaced threshold on 36 for trees

General Field Information

- NO AEROBATICS.
- All patterns flown over river (left-hand landing South & right-hand landing North)
- Suggested fly-in pattern altitude is 1500' msl
- Due to high levels of traffic, a full pattern is suggested
- Fuel is available at Madison (IMS) 7 miles north.
- If the airport is fogged in, it usually burns off around 10:00AM. Madison (IMS) is 7 miles to the north and a good place to wait it out
- If you have lights, turn them on within 10 miles of airport.
- If wind is light and calm, preferred runway is 36.

Radio/Communications

- Every plane at the fly-in should have at least a handheld radio
- Common Airport Traffic Frequency: 122.900
- All calls brief and to the point
DO NOT announce your N#. By stating color and type of aircraft instead of your N#, you will be giving anyone else in the pattern everything they need to know while keeping radio time to a minimum. "White Champ entering downwind", or "yellow biplane left base" are both great examples of how to keep it brief while allowing everything necessary to be transmitted.
- Once on ground, no radio communication unless needed for safety
- Tune your radio as soon as possible and listen up. Please do not ask for advisories over the radio.

AIRCRAFT PARKING

- All aircraft on both sides will be parked in order of arrival - back to front. Exception: Large Aircraft & Seaplanes
- Small taildraggers NOT camping will be parked on EAST side
- All camping aircraft will be parked on side of hill (WEST side) - arriving Friday only.
- All overnight aircraft MUST BE tied down
- Bring your own tie downs
- Some rows will be designated as tail to tail parking. Please be prepared to shutdown and to direct volunteers on how to push your plane into place in an expeditious manner.

AIRCRAFT DEPARTURES

- NO DEPARTURES ON SATURDAY between 10AM - 1PM (without prior permission from Rich Davidson)
- NO hand propping WITHOUT qualified person in plane and at controls
- Use extreme caution during startup, taxi, and departure
- Wing walkers will be available if you need them
- Once again . . . NO AEROBATICS
- Be aware of arriving aircraft when departing
- If departing to the South (18):
 - BEWARE: Corn has been planted in field to the north of 18. The corn can impair the visibility of arriving aircraft from seeing departures waiting along the corn. And . . .those awaiting departure at the corn cannot see arrivals.
 - Please stop at displaced threshold (3 cones) for run-ups.
 - Those capable of departing with 3880' should plan to depart from displaced threshold. Those needing the extra 200' for departure should use extreme caution for arriving aircraft.
 - On Saturday after 1PM, a spotter will be available to assist in traffic visibility.

ROUTE PLANNING

When approaching from east of the runway center line plan arrival so as not to fly over the airport. Instead, plan to fly over Hanover or Bethlehem and then to the point of entry.

AIRCRAFT ARRIVALS: APPROACH SPEED MORE THAN 100MPH

- Designated SUGGESTED arrival timeframes for Saturday:
 - 10:00 AM - 10:15AM and
 - 11:00 AM - 11:15AM
- All others use caution during these timeframes and expect straight in approaches or higher and wider arrivals by these planes depending on needs

AIRCRAFT ARRIVALS: APPROACH SPEED LESS THAN 100MPH

- Use caution during faster aircraft arrival timeframes. Expect straight in approaches or higher/wider arrivals during these timeframes for Saturday:
 - 10:00 AM - 10:15AM and
 - 11:00 AM - 11:15AM
- Plan to arrive at the point of entry which is a white water tower (N38-35.46 W085-28.07) 1.25 miles west of the defunct power plant at 1500' msl & as close to 85kts as you can safely fly.
- Fly eastwardly towards the defunct power plant (N38-36.02 W085-26.45) (SEE NOTE ABOVE UNDER "WHAT HAS CHANGED") which is 2 miles SSW of the airport at 1500' msl maintaining 85kts. NOTE: This is the defunct power plant on the West Side (Indiana Side) of the river & NOT the smoke stacks on the East Side which is a coal fired power plant.

IF TRAFFIC IS LANDING TO THE NORTH (36):

- Turn left (North) from the defunct Marble Hill Power Plant (SEE "WHAT HAS CHANGED") on a upwind leg for runway 36 on the WEST SIDE of the hill.
- Turn Right crosswind at the fixed point FP1 (ridge North of the airport running East/West)
- Turn your right downwind over the River (FP2).
- Fly downwind to fixed point (FP3) before turning base.
- Before arriving at FP3, determine if you have adequate separation to land.
 - If so, proceed.
 - If not, continue in pattern at 1500' and 85kts, extend base and enter the upwind over the hill (FP4) and complete the full pattern again. Do not pass anyone in front of you unless you cannot maintain flying speed. Note: look for incoming traffic at FP4
- All aircraft should turn off the runway to the right / East as soon as safely possible unless you feel it unsafe and have room to turn left.
- Once off runway, taxi North until you reach or see a marshaller, then follow their directions to parking.
- Do not park yourself.

IF TRAFFIC IS LANDING TO THE SOUTH(18):

- Fly NORTH EAST from the power plant SEE "WHAT HAS CHANGED" to enter a left downwind leg over the far East side of the river at FP3.
- Fly downwind to a fixed point FP2 (ridge North of the airport that is running East/West) before turning base.
- Before arriving at FP3, determine if adequate separation to land.
 - If so, proceed.
 - If not, continue in pattern at 1500' and 85kts, extend base and enter the upwind over the hill (FP1) and complete the full pattern again. Do not pass anyone in front of you unless you cannot maintain flying speed. Note: At FP3, look for incoming traffic to your right.
- All aircraft should turn off the runway to the left / East as soon as safely possible unless you feel it unsafe and have room to turn right.
- Once off the runway, taxi North until you reach or see a marshaller, then follow their directions to parking.
- Do not park yourself.
- BEWARE: Corn has been planted in field to the north of 18. The corn can impair the visibility of arriving aircraft from seeing departures waiting along the corn. And . . .those awaiting departure at the corn cannot see arrivals.

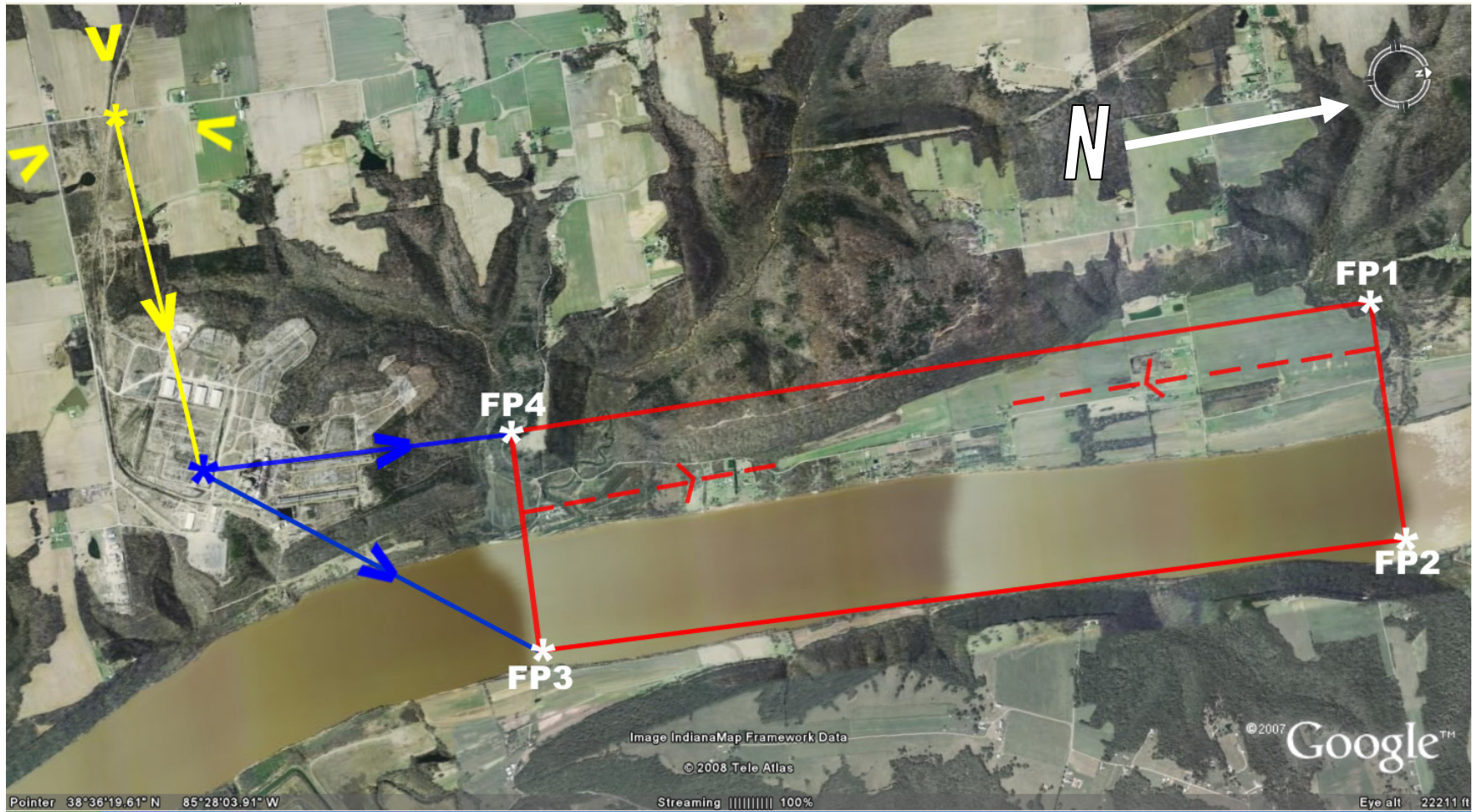
**BE SURE TO SIGN IN AT THE PILOT REGISTRATION TENT
IF YOU FILED A FLIGHT PLAN - CLOSE IT**

Wood, Fabric, & Tailwheels Fly-In

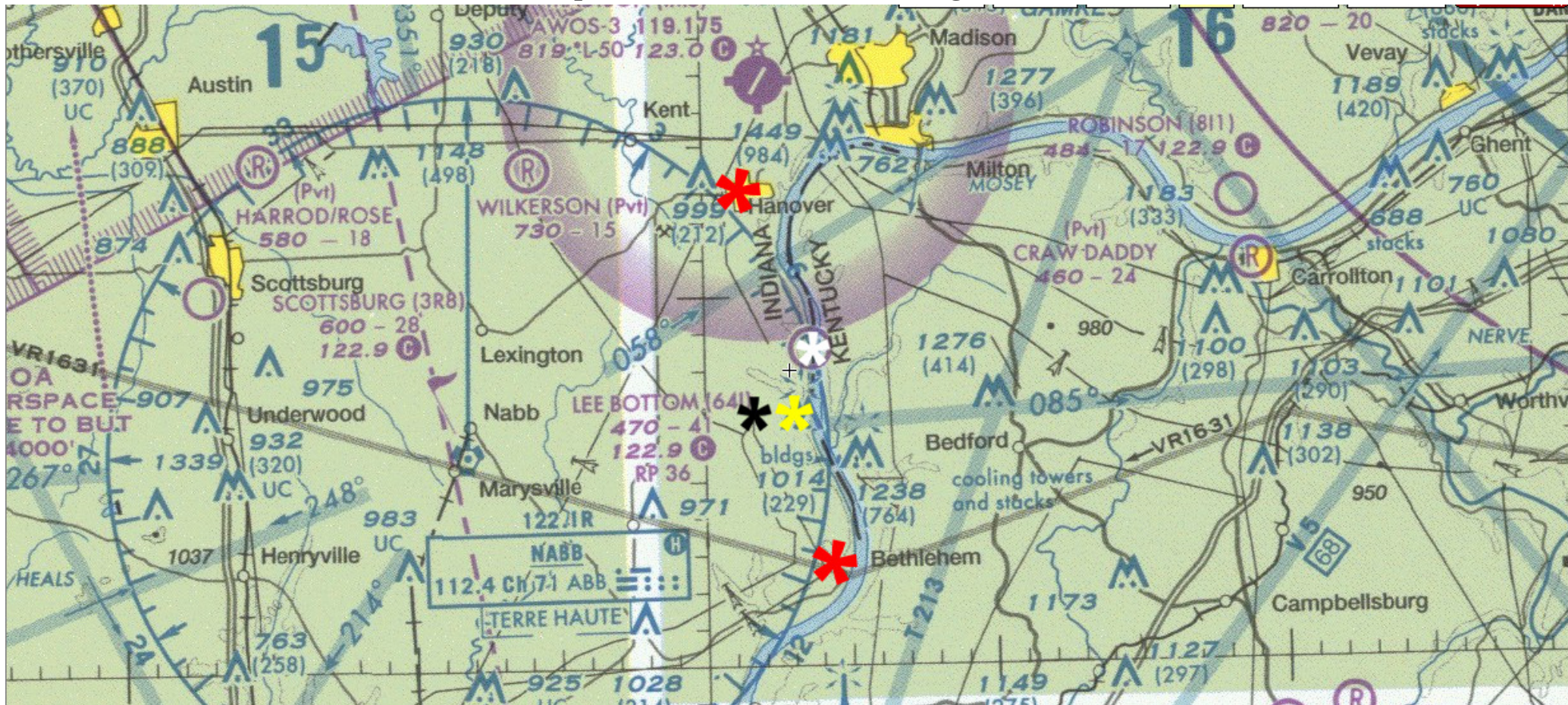
Google Earth depiction of traffic pattern

See Aircraft Operation Procedures for details

Last Revised 9/3/2011 1:03 PM



Excerpt from St. Louis Sectional (August 2008)



NOT INTENDED FOR NAVIGATION PURPOSES



When approaching from east of the runway center line plan arrival so as not to fly over the airport. Instead, plan to fly over Hanover or Bethlehem and then to the point of entry.



Lee Bottom Flying Field (64I) 470' X 4100' Unicom 122.9 Right Traffic 36 (N38-37.87 W085-26.61)



Point of entry / white water tower (N38-35.46 W085-28.07) 1.25 miles west of defunct power plant



Defunct power plant (N38-36.02 W085-26.45) NOTE: Major Structures demolished. Now open area with large steel buildings.