

## DAUSTER FLYING FIELD: GENERAL INFORMATION

### **RUNWAY TRAFFIC PATTERNS**

RUNWAY 16 - RIGHT HAND TRAFFIC	75' X 4500' CONCRETE
RUNWAY 34 – LEFT HAND TRAFFIC	75' X 4500' CONCRETE
RUNWAY 7 – LEFT HAND TRAFFIC	150' X 3000' TURF
RUNWAY 25 – RIGHT HAND TRAFFIC	150' X 3000' TURF

NOTE: When the wind favors runway 34 and it is being used for takeoffs NO TAKEOFFS ARE TO BE MADE ON RUNWAY 25 – landings only. Remember, there is quite a lot of student traffic at the field – so fly with consideration. We were all student pilots once.

The East / West (7-25) runway is turf. Treat it like it was your front lawn. Do not use it when it is soggy. Try, at least while we are trying to grow grass, to use it as little as possible. Land and takeoff on the North side, where coverage is heavier. Taxi on the South side.

There are many tailwheel aircraft on the field and they have limited forward visibility. Taxi slowly and carefully. Just because you can see him/her, he/she may not see you. In April of 1988 in Arizona, a Christen Eagle and a Great Lakes taxied into each other head-on half way down the single taxiway. Don't let it happen here!

#### RADIO:

The field has Unicom on 122.8 mh. It is an advisory service only. Many aircraft do not have radios and those with are not always in use: however, it never hurts to make your intentions known; and short. Keep your patterns as tight as practical and your eyes open. Patterns are flown from 600 to 800' agl. If you cross the Missouri River while in a pattern for 16/34, we will assume you to be on a cross country.

#### TAXIING:

Do not taxi your aircraft on a sight-seeing expedition. If your taxiway is constantly blocked by cars and other aircraft, etc., don't go blasting down someone else's row – talk to the people on your row and ask them politely to refrain from blocking the taxiway. If that does no good, the duce-and-a-half is for rent at a nominal charge.

#### FUELING:

We want your fuel and oil business. It pays the bills to keep the airport open. We sell 100LL aviation gas & JET-A. When you pull up to the pumps, pull clockwise. When we are busy, please stay with your aircraft so that you can remove it from the pump area as soon as practical when fueling has been

completed. Please use common courtesy. Do not drop off or pick up passengers in the fueling area if it extends your time in that area.

NOTE: There are no charge accounts. Fuel will be paid for at time of sale.

For your convenience, we now have self serve capabilities.

### STARTING:

No hand propping unless you have a qualified person in the cockpit at the controls. Even if you tie the tailwheel down. Someone must be in attendance to untie it before you taxi away. And please, please don't start up your aircraft if it is going to blow into someone else's hangar. (This also goes for taxiing around corners, too).

### AUTOMOBILES:

Only hangar and aircraft owner's vehicles with parking pass will be allowed anywhere other than the parking lot. No friends, cousins, uncles, etc. NO EXCEPTIONS! All vehicles must be parked parallel to the hangars, or at least half way into the open hangar. It is just poor manners to inconvenience others by parking vehicles improperly.

Anyone driving into soft dirt and/or turf will be asked to repair the damage. If you are tied down on the grass or dirt and it is wet and muddy, leave your car in the parking lot. If you need help taking or retrieving items to or from your aircraft, ask Line Service for help.

### SHADE PORTS:

Aircraft are not to be started while under the shade ports. Pull the aircraft out and onto the taxiway before starting. (Please do not "sump" your aircraft on the asphalt surface – use a container of some kind). Park your car only in the spot occupied by your aircraft: i.e., centered in the slot.

### VISITORS:

Visitors are always welcome. If you invite the next door neighbor and his 42 kids, we get the soda money and you get the responsibility for their actions. We are not a baby sitting service.

### MONEY:

Now let's talk about money. The tie down and hangar fees are due on the first day of the month: and delinquent on the tenth. If you are going out of town, give us a post dated check – we'll hold it. Or send it from where you are – just so we get it on time. Fuel discounts are available if your fees are paid by the 10<sup>th</sup> of the month. If you are based in someone's hangar and they are delinquent, no discount will be forthcoming to you.

### SAFETY:

I have left this for last – because it is the most important thing. Airplanes are inherently safe – pilots are inherently dangerous. If your ego causes you to do

stupid things, do them in the privacy of your own home: not at the airport. Don't fly in such a way that you endanger others or their property. You can make all the low passes you want, just stay in the pattern and away from the hangars; don't cut off anyone. Consider this: the Federal Government is trying to figure out a way to shove General Aviation under the rug. We might get some relief on this Mode C issue this time around: but every time some "Light Plane" pilot does something dumb or irresponsible and causes someone else grief, it's just another nail in the General Aviation casket. Also please refrain from low passes over the bluffs on your approach to 16, our St. Charles neighbors are starting to complain about the noise.

I'm sorry about all these dos and don'ts – 99% of the people at our airport are perfect. This letter is addressed to the 1%. So if you don't read this letter and at least try to do the things we ask, I'll know the percentage into which you fall.

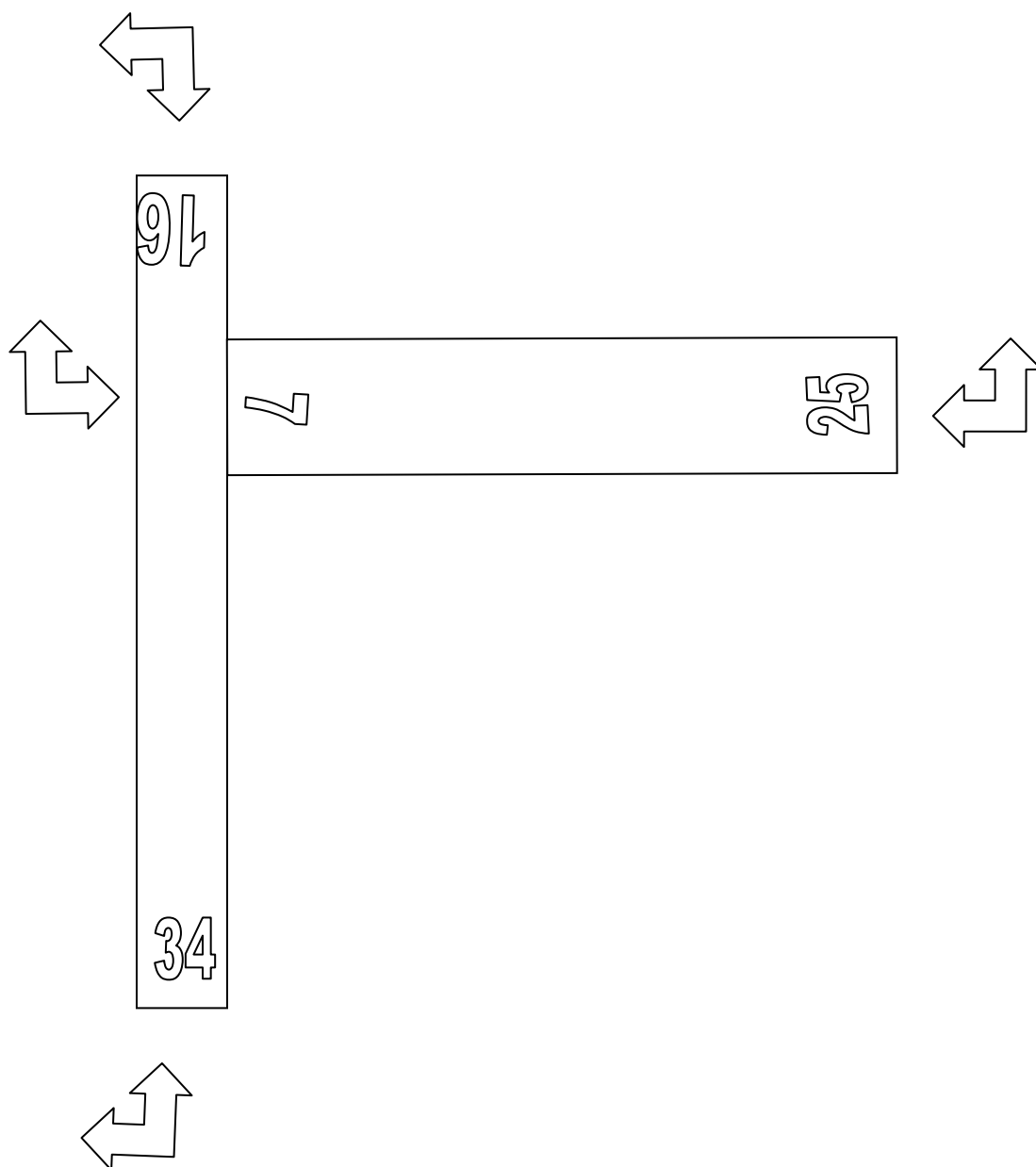
AND NOW FOR THE GOOD STUFF:

Picnics and club functions: The airport and its environments are available for picnics and parties – both inside and out. As long as you police the area and clean up afterwards, we're glad to have you. The main hangar is available for special aviation oriented events.

Buddy Rides: I have talked to several owners of the older aircraft and they would be more than pleased to give rides and/or stick time to anyone interested in experiencing the difference in flying characteristics between their aircraft and the more modern ones. Try your hand in a tailwheel machine – it's fun and it's different. Sunday Socials; Lunch is served every Sunday at about 12:00 PM rain or shine. The fare is simple and somewhat un-inspired: cheap but not free. It's the company that counts – so come on out. It's your airport to use and enjoy.

KEEP 'EM FLYING

AL Stix



**Important phone numbers**

Airport office: 878-9575

Airport Fax: 878-6453

E-mail: [bobcam777@sbcglobal.net](mailto:bobcam777@sbcglobal.net)

Museum: 314-434-3368