

## POLICY FOR USING BIG MUDDY AIRSTRIP

### General Requirements:

- Approved pilot history/liability release form on file before first flight in should allow 3 working days for approval.
- Permission required prior to each trip into Big Muddy Airstrip (Young Life's Washington Family Ranch).
- Pilot qualifications required when:
  - Flying in or out with no passengers:
    - 300 hours total time and 6 hours in the last 90 days.
    - 25 hours in make and model minimum and 6 hours in make and model the last 90 days.
  - Flying in or out with passengers:
    - 500 hours total time and 6 hours in the last 90 days.
    - 50 hours in last 12 months.
    - 25 hours in make and model minimum and 6 hours in make and model the last 90 days.
- Proof of current liability insurance on aircraft must be on file with Ranch office.
- Before first flight in, all pilots must have a verbal pilot briefing from Rich Ellerd or Jeff Milsten (541.489.3100).

### Flight Operating Requirements

- General:
  - Arrival and departure times should be coordinated w/ camp staff to ensure noise does not interfere with meetings and sleep times of our guests.
  - Use of the airstrip is not permitted after dusk. Medical evac is the only exception to this.
  - Before each flight check the weather. The closest aviation quality reports are The Dalles and Redmond airports and the Kimberly VOR. Local wx conditions at WFR can be found here: <http://www.washingtonfamilyranch.org/weather/>.
  - Please call the Ranch office (541.489.3100) on the morning of your flight to verify runway and wx conditions.
  - CTAF is 122.8 and is not monitored nor is there a unicom frequency, all calls are intended for air-to-air use.
  - On approach call in at 10 miles out with location and intentions on the CTAF 122.80 (Big Muddy Traffic). Announce all maneuvers on CTAF w/in 10 miles of airstrip.
  - All traffic shall land to the west (Rnwy 22) and take off to the east (Rnwy 04).
  - Landing Runway 22:
    - Use left traffic and call in on CTAF with locations on all legs.
    - Must use extreme caution before flying in on final because air traffic lands to the west and takes off to the east. Be sure no other aircraft are in the valley coming out.
    - Windsock is on the south side of strip about 1/3 the way down runway 22.
  - Take off runway 04:
    - Announce on CTAF before taking the runway.
    - Always use all of the runway taxi to the west end of runway 04. Do run up and announce before taking off.
    - Can have a slight down draft on the east end of runway 04.
    - Fly straight out until reaching the John Day River then turn to direction of flight.
    - No flights over the Washington Family Ranch below 2700 feet AGL, except during take off and landing.

### ! Hazards and Cautions !

- The airstrip is located directly under a military low level flight training route # VR 1353 w/ flights several times a month, usually crossing the camp and heading northeasterly about hilltop level. It is important that pilots check w/ the nearest FAA Flight Service Station to determine if the route is active that day.
- Winds can be a factor anytime but pay extra attention on summer days around 3 to 7 PM.
  - Crosswinds from the north are likely at the midpoint of the runway.
  - Crosswinds from the canyon to the south are likely at the east end of the airstrip (short final).
  - Windsock at midfield and the flags at the ranch house at east end won't always agree with each other.

- A large hill on the approach/departure path is located ½ mile east of the airstrip. Consider a slight dog leg approach to Rnwy 22. Trees at the ranch house present obstacles 800 feet east of east end of airstrip.
- An irrigation pond at the east end of airstrip can create a “sinker effect” prior to crossing the threshold to Rnwy 22.
- Deer and chukar can frequently be found along the airstrip in mornings and evenings. Consider having the airstrip “cleared” prior to flight operations.
- Always check density altitude and keep your airspeed up, especially over the hotels!
- Please see our website for aerial and ground photos pertaining to flight operations. Go to <http://washingtonfamilyranch.younglife.org> and in the search field type “airstrip” and select the first result titled “Flight Hazards and Photos.

## **Big Muddy (2OR1) Specifics:**

### **Location**

FAA Identifier: 2OR1

Lat/Long: 44-49-42.600N / 120-29-42.100W

44-49.71000N / 120-29.70167W

44.8285000 / -120.4950278

(estimated)

Elevation: 1641 ft. / 500 m (estimated)

Variation: 18E (1995)

From city: 13 miles SE of ANTELOPE, OR

### **Airport Operations**

Airport use: Private use. Permission required prior to landing

Activation date: 06/2000

Control tower: No

ARTCC: SEATTLE CENTER

FSS: MC MINNVILLE FLIGHT SERVICE STATION [1-800-WX-BRIEF]

Attendance: DAYLIGHT HOURS

Wind indicator: Yes

Segmented circle: No

Lights: PHONE REQ

FOR LIRL RY 04/22 CALL 541-489-3100.

Beacon: NO

### **Airport Communications**

UNICOM: 122.8

### **Nearby radio navigation aids**

<u>VOR radial/distance</u>	<u>VOR name</u>	<u>Freq</u>	<u>Var</u>
IMBr 268/35.1	KIMBERLY VORTAC	115.60	20E

### **Airport Services**

none

### **Runway Information**

Runway 4/22

Dimensions: 4195 x 70 ft. / 1276 x 21 m

Surface: asphalt, in fair condition, note dip 800' west from east end of airstrip

Runway edge lights: low intensity (no flight operations after dark, except medical evac)

#### **RUNWAY 4**

Traffic pattern: Left

Obstructions: Hills, north & east

#### **RUNWAY 22**

left

Hills, north & east

Note: East end of runway is about 46 feet lower in elevation than West end.