

Boonville Airport Procedures

There are 2 aircraft parking spots in the Hangar. They are marked by black tape on the floor. Aircraft are pulled in the Hangar nose first. Follow the tape with the nose wheel. When arriving at the Hangar to fly, your aircraft may be in either spot. If aircraft is in spot #1 then there is no need to move aircraft #2. When pushing the plane out take it straight back till it is out of the Hangar and park it in spot #2 as shown in the diagram. Close the Hangar and you are ready to fly.

If your plane is in spot #2 and there is a plane in spot #1 you must first move it. Push plane #1 straight back till clear of the hangar and the position in spot #1 as shown. This will allow plane #2 to be pushed out of the hangar. When pushing out plane #2 move it toward the center of the hangar as pushing back. If it is taken straight back it will be very close to the wall risking damage. When clear of the hangar position it in spot #2 as shown. Plane #1 will then need to be pulled back into the hangar, but now will be put in spot #2.. To get fuel the aircraft will need to be pulled near the edge of the ramp near the fuel pump. The pump will need to be plugged in in the hangar behind the fridge. When done fueling fill out a fuel ticket in the mailbox and unplug the pump. The plane must then be pushed back on the ramp to make the turn off of the ramp.

Boonville may be a grass airport, but there is an actual taxiway we must follow. The taxiway runs the south edge of the grass area. Between the runway and the airport drive is drainage area. We stay as close to the drive, without taxiing into the aircraft tie down areas. Access to the runway can only be made at the far west end. **DO NOT ENTER THE RUNWAY IN ANY OTHER SPOT!!!** There is a drainage ditch that runs the full length of the runway. Taxiing through could cause the prop to hit the ground. Refer to the Diagram.

Traffic Pattern at Boonville is Left Hand.

When returning to the airport follow the taxi diagram to return to the hangar. **Remember to exit the runway at the far west end.** Pull onto the ramp and park as shown. If the plane is not angled properly it will roll on the ramp. When pulling the plane into the hangar, spot #2 should be filled first and then spot #1. Pull the plane nose first following the black tape.

When the field is being mowed we must follow proper procedures. You may taxi on the runway when the mower is on the runway, just remain a safe distance from him. When the mower reaches an end and you are ready for departure he will stop. The runway is now safe for departure. When landing follow the proper pattern and when on final make not of the mower. If he has seen you and made it to an end he will be stopped and clear of the runway. If the mower is still on the runway, make a low pass along the North edge of the runway allowing the mower to see you are there. Reenter the pattern. When on final again you should notice the mower clear of the runway. NOTE: He has no intentions of clearing the runway in the middle, only on the ends. Only land if the mower is at an end.

