BERKELEY SPRINGS

POTOMAC AIRPARK (W35) 4 N UTC–5(–4DT) N39°41.56' W78°09.97' — WASHINGTON L-24F IAP

412

RWY 11–29: H4985X70 (ASPH) MIRL

RWY 11: REIL. TRVC(TRIL). Trees.

RWY 29: REIL. TRVC(TRIR). Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Arpt CLOSED ngts except 24 hr PPR call arpt manager 304–258–2500. No acft over 18,500 Lbs. Rwy 29 ramp area loose with broken asphalt. ACTIVATE REIL Rwys 11 and 29; TRIL Rwy 11; and TRI R Rwy 29—CTAF. Rwy 11 and 29 NSTD VASI OTS indef. Rwy 11 and 29 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE EKN.

Ⓡ WASHINGTON CENTER APP/DEP CON 134.15

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99' W77°57.06' 222° 17.5 NM to fld. 2340/07W.

HAGERSTOWN (L) VOR 109.8 HGR N39°41.86' W77°51.34' 276° 14.4 NM to fld. NOTAM FILE HGR.

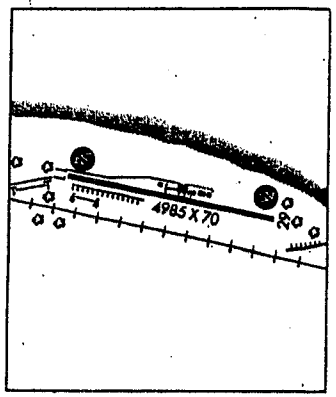
VOR unusable:

251°–272° byd 14 NM

267° byd 14 NM

281°–300° byd 24 NM blo 8000'

351°–019°



BLUEFIELD N37°18.39' W81°11.66' NOTAM FILE BLF. — CINCINNATI L-22F

(L) VORTAC 110.0 BLF Chan 37 at Mercer Co. 2900/03W.

DME portion unusable:

122°–230° byd 25 NM blo 9500'

RCO 122.1R 110.0T (ELKINS FSS) RCO 122.65 122.2 (ELKINS FSS)

BLUEFIELD

MERCER CO (BLF) 3 NE UTC–5(–4DT) N37°17.75' W81°12.46' — CINCINNATI L-22F IAP

2857 B FUEL 100LL, JET A TPA–3857 (1000)

RWY 05–23: H4742X100 (ASPH–GRVD) S–30, D–48 HIRL

RWY 05: REIL. VASI(V2L)—GA 3.0°. Trees.

RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 56'. Trees.

AIRPORT REMARKS: Attended 1100–0300Z‡. Arpt CLOSED Christmas and New Years Day. Svcs avbl when clsd by prior arrangement; call 304–327–8440. After hrs emerg fuel by prior arrangement; listing on line office door. Mowing in progress Apr–Nov all surfaces. Deer on and invof arpt. Ultralights on and invof arpt. Rwy 23 has 150' drop–off 140' from thld zero feet both sides. Rwy 05 has 150' drop–off at thld 100' left. Rwy 05–23 VASI ots indef. ACTIVATE HIRL Rwy 05–23 and REIL Rwys 05 and 23—CTAF.

WEATHER DATA SOURCES: ASOS 132.725 (304) 327–5766.

COMMUNICATIONS: CTAF 122.9 UNICOM 122.8

ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE BLF.

BLUEFIELD RCO 122.65 122.2 (ELKINS FSS).

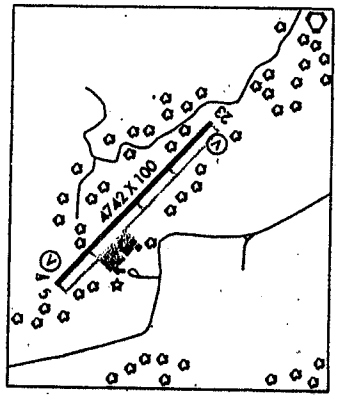
INDIANAPOLIS CENTER APP/DEP CON 126.575

AIRSPACE: CLASS E svc effective 1025–0225Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BLF.

BLUEFIELD (L) VORTAC 110.0 BLF Chan 37 N37°18.39' W81°11.66' at fld. 2900/03W.

ILS 109.5 I–BLF Rwy 23.



BOGGS FLD (See SPENCER)

BRAXTON CO (See SUTTON)

BUCKHANNON

UPSHUR CO RGNL (W22) 2 W UTC–5(–4DT) N39°00.02' W80°16.44' — CINCINNATI L-22F, 23D, 24E IAP

1635 B Not insp.

RWY 11–29: H3500X75 (ASPH) S–12.5, D–30 MIRL

RWY 11: Trees. RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 29, PAPI Rwy 29 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.975 (304) 472–9428.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLARKSBURG APP/DEP CON 121.15

WASHINGTON CENTER APP/DEP CON 128.6

ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE EKN.

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

ELKINS (L) VORTAC 114.2 EKN Chan 89 N38°54.87' W80°05.96' 309° 9.7 NM to fld. 2160/7W. HIWAS.

BUSHI N37°46.93' W80°28.11' NOTAM FILE LWB. — CINCINNATI L-22F

NDB (MHW/LOM) 346 LW 042° 5.6 NM to Greenbrier Valley. Unusable beyond 15 NM. Unmonitored 0300–1200Z‡.

CHARLESTON N38°20.98' W81°46.20' NOTAM FILE CRW. — CINCINNATI H-10G, L-22F

(H) VORTAC 117.4 HVQ Chan 121 083° 8.5 NM to Yeager. 1100/03W.

RCO 122.1R 117.4T (ELKINS FSS)

RCO 122.55 122.2 N38°22.39' W81°35.59' (ELKINS FSS).

CHARLESTON

YEAGER (CRW) 3 E UTC–5(–4DT) N38°22.39' W81°35.59' — CINCINNATI H-4G, 6G, L-22F IAP, AD

981 B S4 FUEL 100LL, JET A LRA ARFF Index B

RWY 05–23: H6302X150 (CONC–GRVD) S–120, D–160, DT–260 HIRL CL 0.8% up SW

RWY 05: REIL. VASI(V4L)—GA 3.0°TCH 60'. Pole.

RWY 23: ALSF1. VASI(V4R)—GA 3.0°TCH 78'. Pole.

RWY 15–33: H4751X150 (ASPH) S–30, D–60 MIRL 1.0% up SE

RWY 15: REIL. PAPI(P4R)—GA 3.78° TCH 45'. Antenna.

RWY 33: REIL. VASI(V2L)—GA 3.30°TCH 58'. Tree.

AIRPORT REMARKS: Attended continuously. Birds and deer on and invof arpt. Rwy 05–23 numerous cracks and spalling. Holding acft on Twy A within 200 ft of centerline Rwy 23. Twy A1 weight bearing capacity 60,000 lbs. Rwy 15–33 restricted to 60,000 lbs gross weight. PPR one hour for unscheduled air carriers ops with more than 30 passenger seats weekdays and weekends call 304–341–8220 (Fire Dept). Rwy 05 VASI unusable 2° right of course. Rwy 05–23—hydroplaning may occur due to ponding water during periods of heavy rain. Ldg fee not applicable to based acft. Flight Notification Service (ADCUS) available. Rwy 05 touchdown RVR avbl. NOTE: See Land and Hold Short Operations Section.

WEATHER DATA SOURCES: ASOS (304) 346–4797. LLWAS.

COMMUNICATIONS: ATIS 127.6 UNICOM 122.95

ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE CRW.

CHARLESTON RCO 122.55 122.2 (ELKINS FSS)

Ⓡ CHARLESTON APP/DEP CON 119.2 (SOUTH) 124.1 (NORTH) 128.5

CHARLESTON TOWER 125.7 GND CON 121.8 CLNC DEL 118.55

AIRSPACE: CLASS C svc continuous ctc APP CON

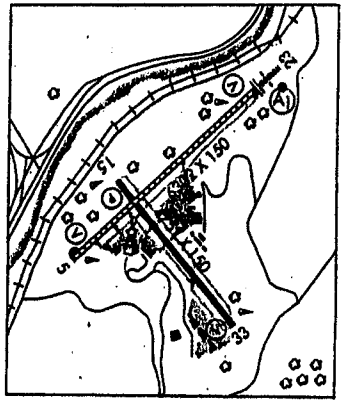
RADIO AIDS TO NAVIGATION: NOTAM FILE CRW.

CHARLESTON (H) VORTAC 117.4 HVQ Chan 121 N38°20.98' W81°46.20' 083° 8.5 NM to fld. 1100/03W.

ILS/DME 110.3 I–CRW Chan 40 Rwy 23. Glide slope unusable blo 1050'.

ILS/DME 110.3 I–HCV Chan 40 Rwy 05.

ASR



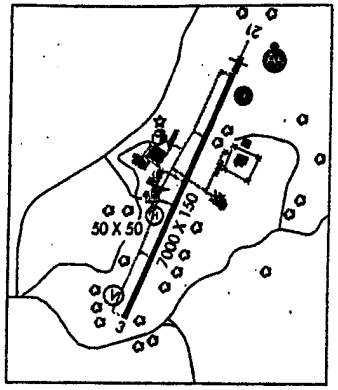
CLARKSBURG N39°15.19' W80°16.07' NOTAM FILE CKB. — CINCINNATI L-22F, 23D, 24E

(L) VOR/DME 112.6 CKB Chan 73 039° 3.2 NM to Harrison/Marion Rgnl. 1430/04W.

RCO 122.1R 112.6T (ELKINS FSS)

CLARKSBURG

HARRISON/MARION RGNL (CKB) 0.5 NE UTC−5(−4DT) N39°17.80′ W80°13.69′ CINCINNATI
1217 B S4 FUEL 80, 100LL, JET A ARFF Index A. H−10H, L−22F, 23D, 24E
RWY 03–21: H7000X150 (ASPH–GRVD) S–80, D–125, DT–180, DDT–180 HIRL 0.4% up NE IAP, AD
RWY 03: REIL. VASI(V4L)—GA 3.44°TCH 59′. Tree.
RWY 21: MALSR PAPI(P4L)—GA 3.0° TCH 45′. Ground.
AIRPORT REMARKS: Attended 1000–0400Z‡. Fuel not avbl during hours 0400–1000Z‡. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 304–842–3400. Rwy 21 touchdown rwy visual range avbl. ACTIVATE HIRL Rwy 03–21 and MALSR Rwy 21 and PAPI Rwy 21—CTAF. Ldg fee for all acft over 6500 lbs.
WEATHER DATA SOURCES: ASOS (304) 842–9240. LAWRS.
COMMUNICATIONS: CTAF 126.7 ATIS 127.825 UNICOM 123.0
ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE CKB.
CLARKSBURG RCO 122.1R 112.6T (ELKINS FSS)
Ⓡ CLARKSBURG APP/DEP CON 119.6 (West) 121.15 (East) (1200–0400Z‡)
Ⓡ CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡)
CLARKSBURG TOWER 126.7 (1200–0400Z‡) GND CON 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CKB.
CLARKSBURG (L) VOR/DME 112.6 CKB Chan 73 N39°15.19′ W80°16.07′ 039° 3.2 NM to fld. 1430/04W.
ILS 109.3 I–CKB Rwy 21. ILS unmonitored when twr clsd.



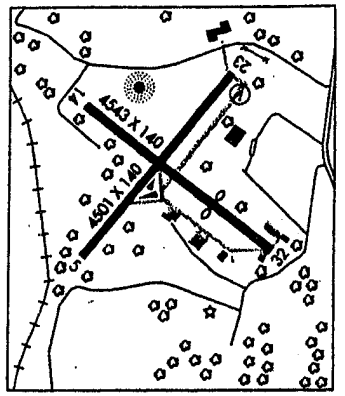
HELIPAD H1: H50X50 (CONC)
HELIPORT REMARKS: Helipad H1 located on FBO apron. Helipad H1 hover taxi only. Helipad H1 afc condition fair, pavement cracking.

DORCH N40°06.58′ W80°41.32′ NOTAM FILE HLG.
NDB (LOM) 212 HL 033° 4.4 NM to Wheeling Ohio Co. NDB unmonitored when Wheeling twr clsd. Unusable byd 10 NM.

EASTERN WEST VIRGINIA RGNL (See MARTINSBURG)

ELKINS N38°54.87′ W80°05.96′ NOTAM FILE EKN. CINCINNATI
(L) VORTAC 114.2 EKN Chan 89 105° 11.4 NM to Elkins–Randolph Co–Jennings Randolph Fld. 2160/07W. HIWAS. H−10H, L−22F, 24E
DME portion unusable:
273°–039° byd 12 NM blo 6000′ 081°–189° byd 32 NM blo 9000′
RCO 122.1R 114.2T (ELKINS FSS)
FSS (EKN) at Elkins–Randolph Co–Jennings Randolph fld. 123.6 122.45 122.2 TF 1–800–WX–BRIEF.

ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD (EKN) 2 S UTC−5(−4DT) CINCINNATI
N38°53.37′ W79°51.43′ L−22G, 24E
1987 B S2 FUEL 100LL, JET A TPA—3000(1013) IAP
RWY 14–32: H4543X140 (ASPH) S–10 1.0% up NW
RWY 14: Trees. RWY 32: Thld dsplcd 1390′. Trees.
RWY 05–23: H4501X140 (ASPH) S–28, D–35, DT–56 MIRL 0.6% up SW
RWY 05: Trees.
RWY 23: REIL. VASI (V2L)—GA 4.0° TCH 65′. Trees.
AIRPORT REMARKS: Attended 1330–2200Z‡. For fuel after hrs call 304–636–6875/335–6330/678–6330. Svc fee after hours. Rwy 14–32 CLOSED dusk–dawn. Deer on and invof arpt. Twr 100 ft AGL 500 ft SW Rwy 32. Depressed drainage inlets on rwys 10 ft inboard from edges 2–12 inches deep Rwys 05–23 and 14–32. Uncontrolled vehicular tfc crosses thld Rwy 32. VASI Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—122.9.
WEATHER DATA SOURCES: ASOS 119.275 (304) 636–5603. HIWAS 114.2 EKN.
COMMUNICATIONS: CTAF 123.6
ELKINS FSS (EKN) on arpt 123.6 122.45 122.2. TF 1–800–WX–BRIEF. NOTAM FILE EKN.
ELKINS RCO 122.1R 114.2T (ELKINS FSS)
Ⓡ CLARKSBURG APP/DEP CON 121.15 (1200–0400Z‡)
Ⓡ WASHINGTON CENTER APP/DEP CON 128.6 (0400–1200Z‡)
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
(L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 104° 11.4 NM to fld. 2160/07W. HIWAS.
RANDOLPH CO NDB (HW) 284 RQY N38°53.64′ W79°51.57′ at fld.
NDB unusable
018°–084° byd 10 NM 085°–017° byd 15 NM
LDA/DME 109.9 I–OUW. DME unusable byd 13 NM.



FAIRMONT MUNI–FRANKMAN FLD (4G7) 2 SW UTC−5(−4DT) N39°26.89′ W80°10.02′ CINCINNATI
1029 B FUEL 100LL L−23D, 24E
RWY 04–22: H2859X75 (ASPH) S–12.5 MIRL(NSTD) 0.7% up SW IAP
RWY 04: SAVASI(S2L)—GA 4.0°. Thld dsplcd 190′. Tree. RWY 22: REIL. SAVASI(S2L). Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Rwy 04–22 NSTD LIRL first 200 ft Rwy 04 not lgtd. Radio Towers approximately 300′ AGL—1.9 NM NE and 2.2 NM NW. Rwy 04–22 parallel taxiway CLOSED due to weak pavement and uneven surface. Rwy 04–22 lgtd thld Rwy 04 relocated 200 ft at ngt; 2655 ft of rwy usable for ngt ops. Rwy 02–20 NSTD markings numbers smaller than recommended. Rwy 04 NSTD markings smaller than recommended. ACTIVATE NSTD MIRL Rwy 04–22, REIL Rwy 22 and VASI Rwys 04 and 22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE EKN.
Ⓡ CLARKSBURG APP/DEP CON 119.6 (1200–0400Z‡) CLNC DEL 118.35
Ⓡ CLEVELAND CENTER APP/DEP CON 126.95 (0400–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MGW.
MORGANTOWN (L) VORTAC 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 251° 15.7 NM to fld. 2339/05W

GRAFTON

ROY AIRFIELD (71D) 4 SE UTC−5(−4DT) N39°17.42′ W79°57.09′ CINCINNATI
1560
RWY 01–19: 1500X60 (TURF)
RWY 01: Trees. RWY 19: Tree.
AIRPORT REMARKS: Unattended. Deer on and invof rwy. Unlimited vehicle access to arpt. Rwy soft when wet. Landing Rwy 01 and takeoff Rwy 19 not recommended. High terrain all quadrants. Rwy 19 has 30′ drop–off 30′ from thld OB. Rwy 19 has uphill slope. 200′ ridge/trees 350′ from Rwy 01 50′ trees 45′ from centerline middle of Rwy 01–19 east side. Rwy 01–19 rwy outlined by white tires.
COMMUNICATIONS: CTAF 122.9
ELKINS FSS (EKN) TF 1–800–WX–BRIEF. NOTAM FILE EKN.

GRANT CO (See PETERSBURG)

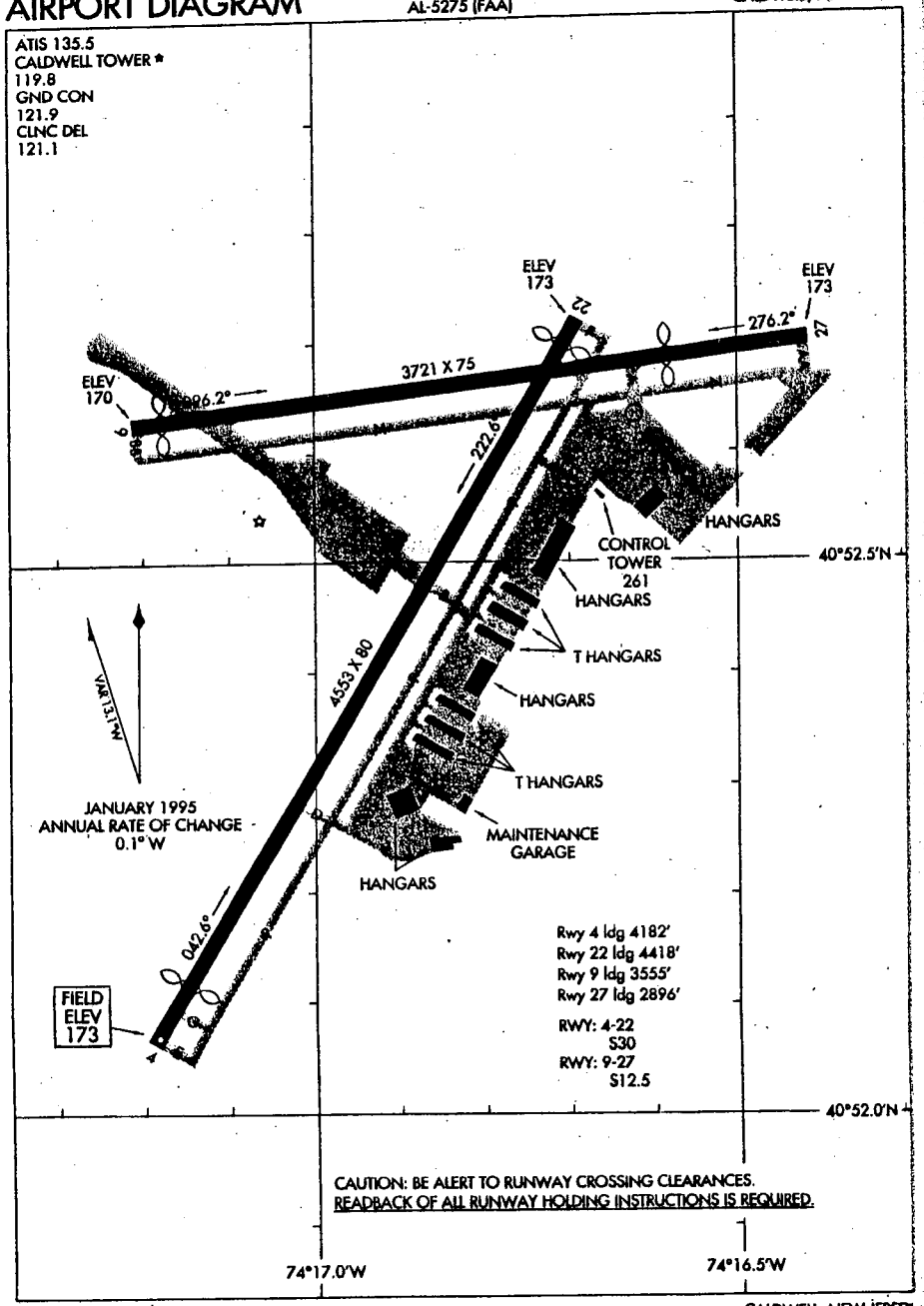
GREENBRIER VALLEY (See LEWISBURG)

Orig 04106

AIRPORT DIAGRAM

AL-5275 (FAA)

CALDWELL/ ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY



AIRPORT DIAGRAM

Orig 04106

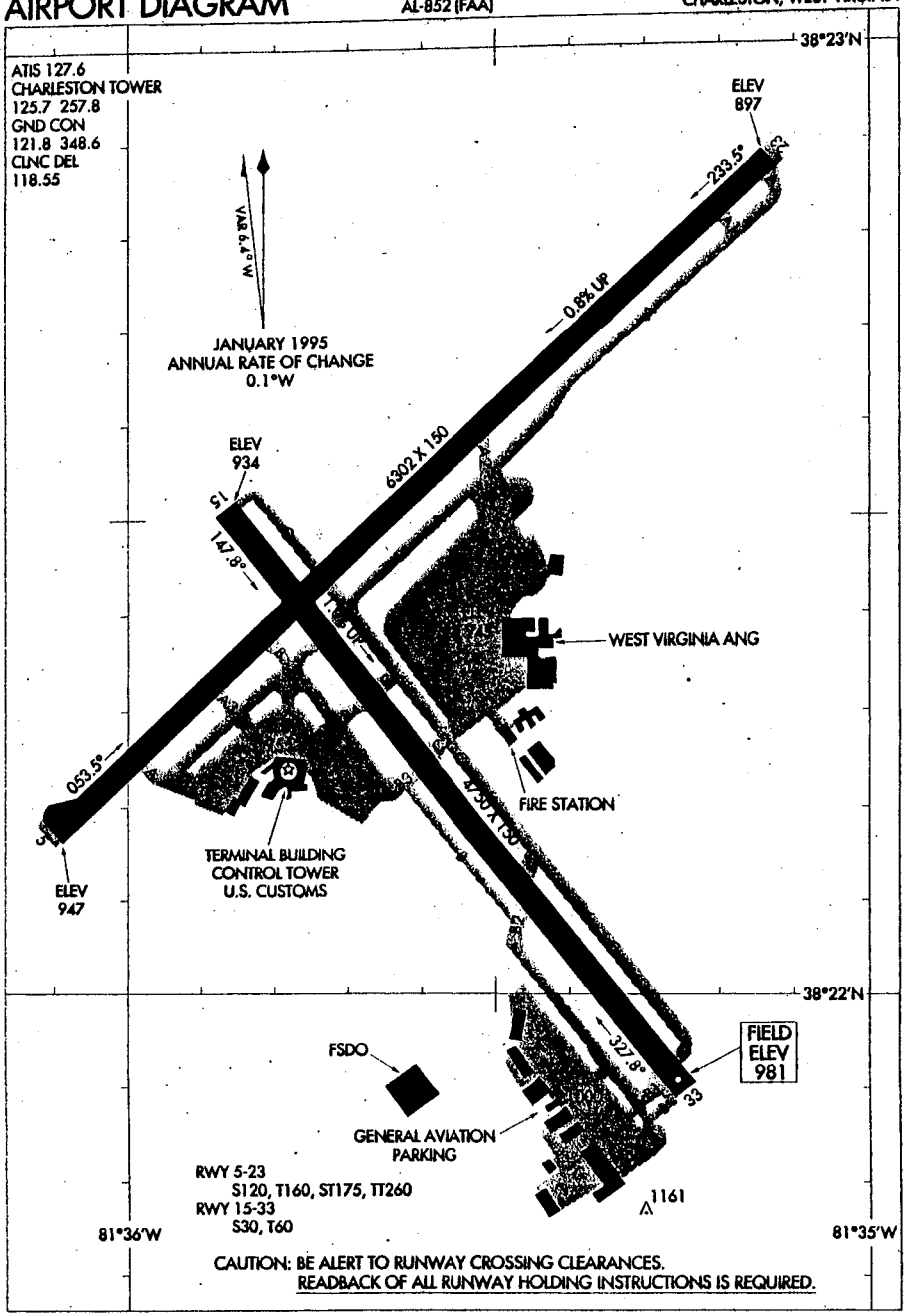
CALDWELL, NEW JERSEY
CALDWELL/ ESSEX COUNTY (CDW)

01249

AIRPORT DIAGRAM

AL-852 (FAA)

CHARLESTON/ YEAGER (CRW)
CHARLESTON, WEST VIRGINIA



AIRPORT DIAGRAM

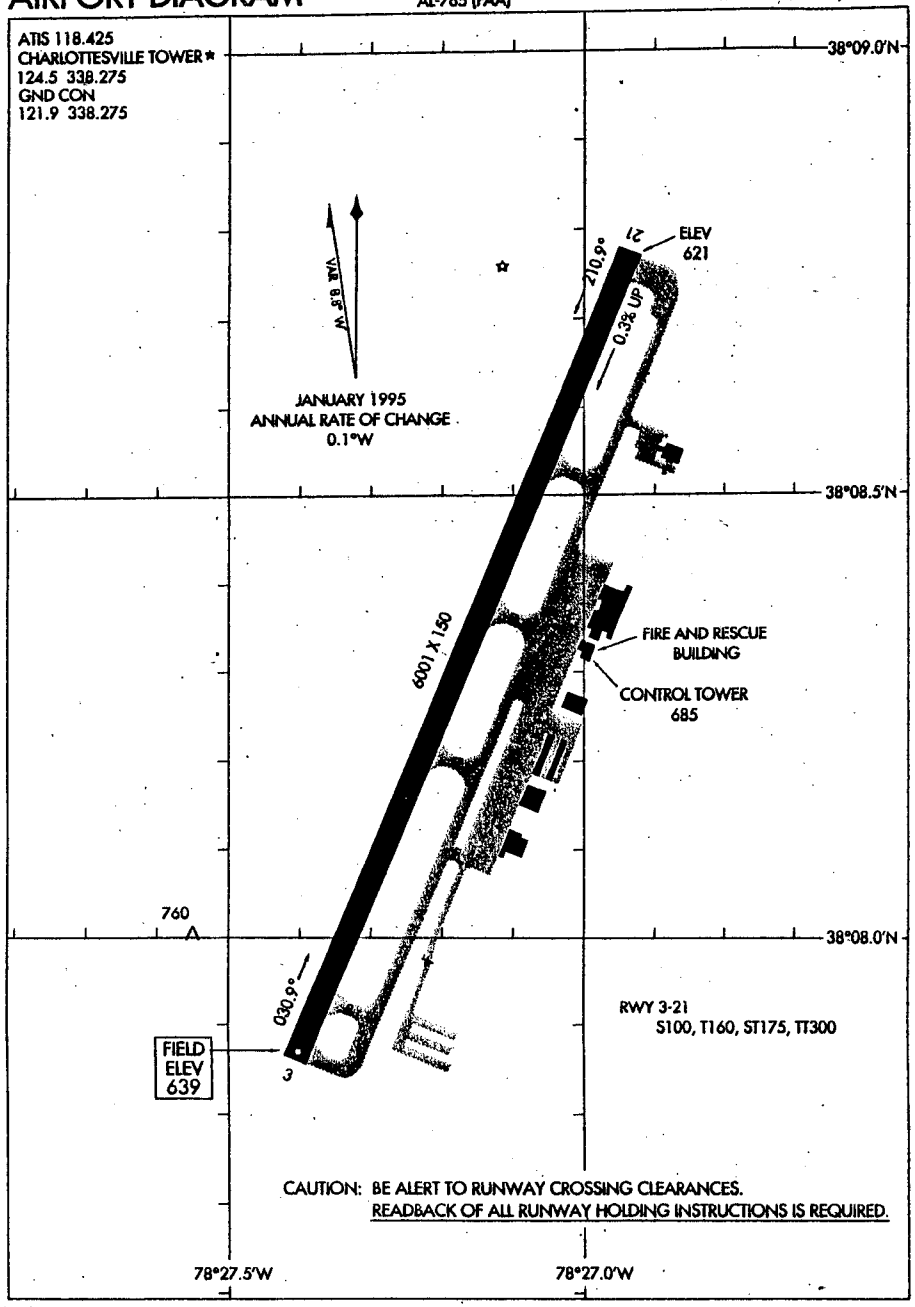
01249

CHARLESTON, WEST VIRGINIA
CHARLESTON/ YEAGER (CRW)

03079

AIRPORT DIAGRAM

CHARLOTTESVILLE-ALBERMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA
AL-765 (FAA)

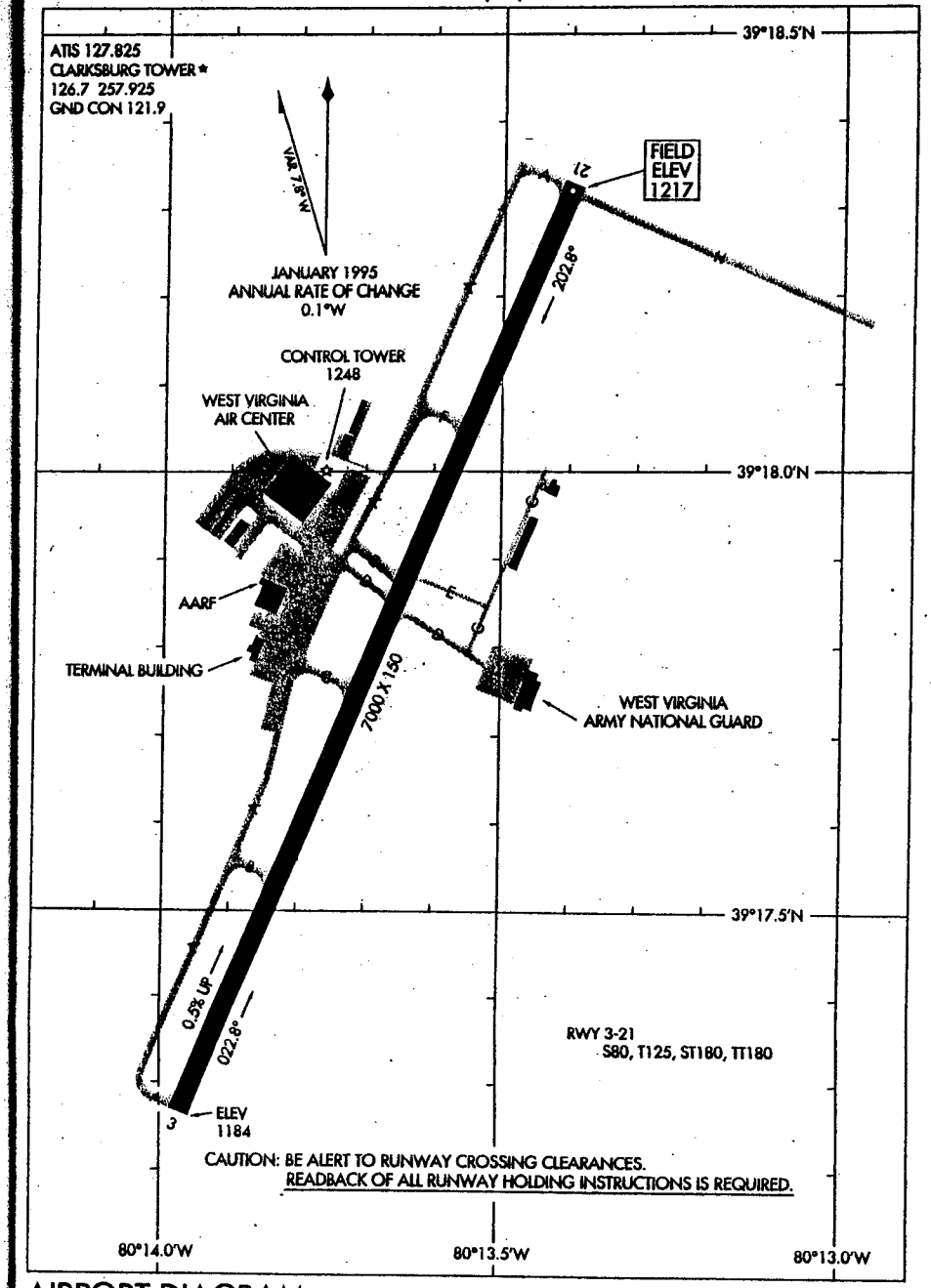


AIRPORT DIAGRAM
03079
CHARLOTTESVILLE, VIRGINIA
CHARLOTTESVILLE-ALBERMARLE (CHO)

03079

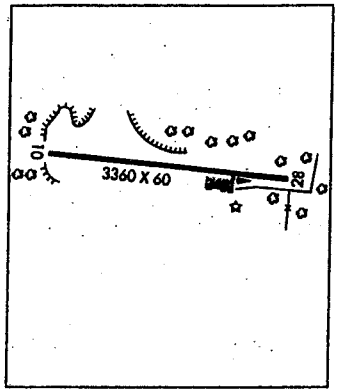
AIRPORT DIAGRAM

CLARKSBURG / HARRISON/MARION REGIONAL (CKB)
CLARKSBURG, WEST VIRGINIA
AL-616 (FAA)



AIRPORT DIAGRAM
03079
CLARKSBURG, WEST VIRGINIA
CLARKSBURG / HARRISON/MARION REGIONAL (CKB)

RICHWOOD MUNI (3I4) 6 W UTC−5(−4DT) N38°15.51′ W80°39.04′ CINCINNATI
2486 L−22F
RWY 10−28: H3360X60 (ASPH)
RWY 10: Ridge. RWY 28: Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED ngts. Parallel Twy CLOSED Oct−Apr. P-line on hill E. Deer on and invof arpt. Unlimited vehicle access to rwy. Rwy frequently snow covered winter months. Rwy 10−28 soft shoulders.
COMMUNICATIONS: CTAF 122.9
ELKINS FSS (EKN) TF 1−800−WX−BRIEF. NOTAM FILE EKN.
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 045° 37.1 NM to fld. 2500/06W. HIWAS.



ROBERT NEWLON FLD (See HUNTINGTON)

ROY AIRFIELD (See GRAFTON)

SHINNSTON

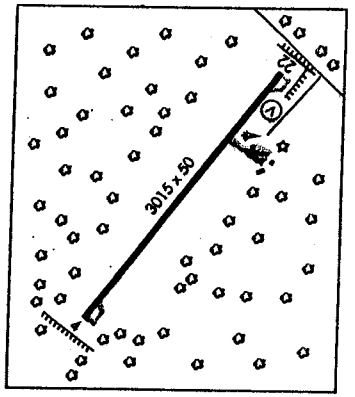
WADE F MALEY FLD (6W0) 1 NE UTC−5(−4DT) N39°24.42′ W80°16.61′ CINCINNATI
962
RWY 05−23: 2265X45 (TURF)
RWY 05: Pole. RWY 23: Gnd. Rgt tfc.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Unlimited vehicle access to arpt. Rwy 23 15′ drop−off 10′ from thld OB. Rwy 05 20′ drop−off 15′ from thld OB. High terrain all quadrants. Rwy 05−23 +40′ pole middle of rwy 75′ left and right of centerline. 400′ ridge/trees 1,100′ from thld Rwy 23 OB. 15′ drop−off 45′ from centerline full length both sides of Rwy 05−23. Apch Rwy 23 from NW; Depart Rwy 05 to NW due to ridge NE of arpt.
COMMUNICATIONS: CTAF 122.9
ELKINS FSS (EKN) TF 1−800−WX−BRIEF. NOTAM FILE EKN.

SIMPSON (See PHILIPPI)

SPENCER

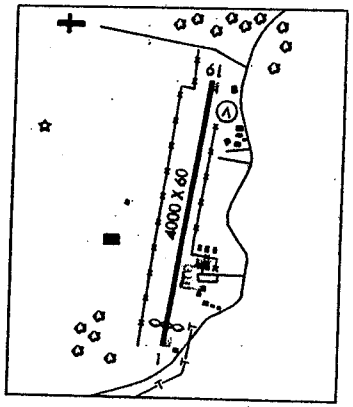
BOGGS FLD (14P) 1 N UTC−5(−4DT) N38°49.43′ W81°20.97′ CINCINNATI
927 FUEL 80, 100LL, JET A Not insp.
RWY 09−27: 3000X250 (TURF)
RWY 09: Ground. RWY 27: P−line.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: UNICOM 122.8
ELKINS FSS (EKN) TF 1−800−WX−BRIEF. NOTAM FILE EKN.

SUMMERSVILLE (SXL) 3 S UTC−5(−4DT) N38°13.90′ W80°52.25′ CINCINNATI
1820 B FUEL 100LL L−22F
RWY 04−22: H3015X50 (ASPH) MIRL 0.4% up NE IAP
RWY 04: REIL. Trees. RWY 22: REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1400Z−2200Z‡. Fuel available after hours by prior arrangement call 304−872−3660. Rwy 04−22 trees penetrating final approach surfaces. Deer on and invof arpt. Rwy 04 50′ drop−off from thld OB. Rwy 22 30′ drop−off 120′ from thld OB. Rwy 22 VASI OTS indef. Rwy 04 and 22 REIL OTS indef. ACTIVATE MIRL Rwy 04−22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
ELKINS FSS (EKN) TF 1−800−WX−BRIEF. NOTAM FILE EKN.
Ⓡ CHARLESTON APP/DEP CON 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BKW.
BECKLEY (H) VORTAC 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 030° 29.6 NM to fld. 2500/06W. HIWAS.



SUTTON

BRAXTON CO (48I) 3 E UTC−5(−4DT) N38°41.22′ W80°39.11′ CINCINNATI
1270 L−22F
RWY 01−19: H4000X60 (ASPH−AFSC) S−12 MIRL
RWY 01: Thld dsplcd 400′. Trees. RWY 19: VASI(V2L). Trees.
AIRPORT REMARKS: Unattended. Deer on and invof rwy. Rwy 01−19 has 2 inch pavement lip and soft shoulder. After 0400Z‡ ACTIVATE MIRL Rwy 01−19—CTAF. Rwy 19 VASI OTS indef.
COMMUNICATIONS: CTAF 122.9
ELKINS FSS (EKN) TF 1−800−WX−BRIEF. NOTAM FILE EKN.
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
ELKINS (L) VORTAC 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 249° 29.3 NM to fld. 2160/07W. HIWAS.



TITUS FLD (See ARTHURDALE)

TRI−STATE/MILTON J. FERGUSON FLD (See HUNTINGTON)

UPSHUR CO RGNL (See BUCKHANNON)

VERSI N39°15.25′ W81°29.10′ NOTAM FILE PKB.
NDB (LOM) 388 PK 028° 5.9 NM to Mid−Ohio Valley Rgnl.
LOM unusable: 000°−094° byd 10 NM blo 3,000′
095°−149° all altitudes and distances 150°−210° byd 10 NM.

WADE F MALEY FLD (See SHINNSTON)

PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) West Point	22 NM; 112° Huguenot	10,000	2 NM radius. Weekdays 1200-SS, weekends, occasionally.
PENNSYLVANIA			
Bethal, Grimes Arpt	16 NM; 112° Ravine	11,000	5 NM radius. SR-SS daily.
(c) Burgettstown, Starveggi Drop Zone	9 NM; 042° Wheeling WV	2000 AGL	1 NM radius. Tue-Thur 1030-2200: occasionally (by notam) Fri-Sun 0700-1800.
Cares Arpt	14 NM; 252° Wellsville	14,000	2 NM radius. Daily SR-SS
(c) Chambersburg Muni Arpt	14NM; 087° St Thomas	15,000 AGL	2NM radius. SR-SS daily.
Connellsville Arpt	14 NM; 272° Indian Head	15,000	4NM radius. Mar–Nov. Fri–Sun SR SS.
Culmerville Arpt	22 NM; 125° Ellwood City	11,500 AGL	Daily SR-SS
Doylestown	8 NM; 303° Yardley	12,500	Sat and Sun SR-SS
(c) Fort Indiantown Gap-Muir AAF, Cold Steel Drop Zone	6.7 NM; 172°Ravine	800-2000 AGL	By NOTAM only. Military use. 5 NM radius.
(c) Freedom, Kindelberger Landing Strip	8.5 NM; 176° Ellwood City	14,500	3 NM radius. Weekends and holidays SR-SS, Wed 1600-SS, and occasional ngts.
Galeton, Cherry Springs Arpt	12 NM; 045° Slate Run	10,000	Daily SR-SS
(c) Germansville, Flying M Aerodrome	9 NM; 003° East Texas	14,000	1 NM radius. 0900–SS daily.
(c) Grove City Arpt	19.3 NM; 011° Ellwood City	15,000	3 NM radius. 0800–1900 EST, 0900–2230 EDT daily.
(c) Hazleton Muni Arpt	6 NM; 081° Hazleton	14,500	SR-SS weekends and holidays; 1500-SS weekdays
(c) Jeannette, Greensburg Jeannette Rgnl	19 NM; 089° Allegheny	12,000	1 NM radius. 1 Apr–31 Oct, Wed 1700–2100, Sat/Sun 1000–2100.
Jersey Shore, Hinaman Acres Arpt	23 NM; 240° Williamsport	13,000	Tue and Thur 1600-SS; Sat and Sun 0800-SS
Littlestown, Kingsdale Airpark	13 NM; 345° Westminster	10,500	2 NM radius. 0900–2000 daily.
Meadville, Port Meadville	19 NM; 311° Franklin	12,500	Weekends SR-SS
(c) Mt. Joy/Marietta, Donegal Springs Airpark	12 NM; 272° Lancaster	15,000	2 NM radius. SR-SS Daily.
North East, Moorhead Arpk	21 NM; 065° Erie	12,000	5 mi radius. Extensive skydiving activities 1600–2100 weekdays and 0900–2100 weekends from surface to 12,000 ft MSL.
(c) Worthington, J.T. Willie Arpt	25 NM; 098° Ellwood City	14,000	1 NM radius. Weekends and holidays SR-SS, Fri 2200–SS, occasional ngts.
RHODE ISLAND			
Greene, Riconn Arpt	15 NM; 060° Norwich	12,500	Daily SR-SS
(c) Newport State	13.3 NM; 164° Providence	10,000	1 NM radius. SR–SS daily Apr 1–Nov 30.
(c) Pawtucket, North Central State Arpt	12 NM; 001° Providence	13,000	3 NM radius. 0800–1 hour after SS daily. Mar 27–Dec 1.
VERMONT			
(c) Addison, Ass–Plain Acres Arpt	21 NM; 219° Burlington	12,000	5 NM radius. SR–SS daily. Frequent night jumps.
Shelburne Arpt	3 NM; 240° Burlington	15,000	2 NM radius. Daily SR-SS.
VIRGINIA			
(c) Blackstone, Allen C. Perkinson/ BAAF	16 NM; 355° Lawrenceville	12,500 AGL	1 NM radius. Daily.
Forest, New London Arpt	5 NM; 274° Lynchburg	11,000	Daily SR-SS
(c) Fort A. P. Hill Bowling Green Drop Zone	12 NM; 192° Brooke	12,000 AGL	1 NM radius. Continuously. Frequent night drops.
(c) Fort Lee	12 NM; 262° Hopewell	2,500 AGL	0.5 NM radius. Daily.
(c) Fort Pickett Dove Drop Zone	19 NM; 009° Lawrenceville	12,500 AGL	Drop Zone 1500 yards by 1000 yards. Daily.
(c) Louisa Co/Freeman Fld	8.6 NM; 097° Gordonsville	15,000	3 NM radius. 0800–dusk.
Moneta, Smith Mountain Lake Arpt	19.2 NM; 246° Lynchburg	13,500	3 NM radius. SR–SS Fri, Sat, Sun and holidays.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Norfolk Intl Arpt	8.5 NM; 085° Norfolk	13,000	Mon–Fri during daylgt hrs.
Oceana (Navy), Fentress ALF	10 NM; 227° Oceana	10,000	Sat 1300–2100Z‡, Sun 1700–2100Z‡.
Oceana NAS	1.0 NM; 228° Oceana	12,500	Sat and Sun 0800–1200
(c) Orange Co Arpt	14.9 NM; 026° Gordonsville	15,000	3 NM radius. Daily SR–SS, frequently ngt ops.
(c) Quantico	11.5 NM; 349° Brooke	10,000	1 NM radius unscheduled weekends.
(c) Somerville, Hartwood Arpt	15 NM; 137° Casanova	13,000	2 NM radius. Weekends, holidays, occasionally other weekdays summer months.
(c) Suffolk Muni Arpt	20 NM; 104° Franklin	13,500	5 NM radius. SR-SS daily.
Warrenton, Flying Circus Aerodrome	8.5 NM; 132° Casanova	7,000	Sat/Sun, June 7–Oct 25; 1000–1959.
Waynesboro, Eagle's Nest Arpt	13 NM; 042° Montebello	10,000	1300-SS daily.
(c) West Point, Middle Peninsula Rgnl	4.4 NM; 340° Harcum	14,000	SR-SS weekends and holidays.
WEST VIRGINIA			
(c) Arthurdale, Titus Field	5 NM; 175° Morgantown	15,000 AGL	1 NM radius. Daily 0900-2100.
Buckhannon-Upshur Co	9 NM; 300° Elkins	15,000	1 NM radius. Weekdays and holidays
Buntington, Leana Drop Zone	15 NM; 230° Henderson	10,000 AGL	0.3 NM radius. Weekends.
Buntington, Debra Drop Zone	5 NM; 120° Henderson	10,000 AGL	0.5 NM radius. Weekends.
Morgantown, Bacon Drop Zone	5 NM; 150° Morgantown	10,000 AGL	0.5 NM radius. Weekends.
Morgantown, Cider Drop Zone	17 NM; 180° Morgantown	12,500 AGL	0.3 NM radius. Weekends.
Morgantown, Dawson AAF	12 NM; 126° Morgantown	10,000 AGL	0.3 NM radius. Weekends.
Morgantown, Doubt Drop Zone	12 NM; 140° Morgantown	12,500 AGL	1 NM radius. Weekends.
Morgantown, Float Drop Zone	13 NM; 110° Morgantown	12,500 AGL	0.5 NM radius. Weekends.
Morgantown, Guide Drop Zone	13 NM; 080° Morgantown	12,500 AGL	0.5 NM radius. Weekends.
Morgantown, Melon Drop Zone	13 NM; 097° Morgantown	12,500 AGL	0.5 NM radius. Weekends.
Morgantown, Piker Drop Zone	20 NM; 135° Morgantown	12,500 AGL	0.3 NM radius. Weekends.
Ravenswood, Jackson Co Arpt	41 NM; 215°Parkersburg	12,500 AGL	1000-SS Weekends.
Ripley, Evans Drop Zone	12 NM; 070°Henderson	12,000	1 NM radius. 0800-SS local, weekends.
Summersville Arpt	15 NM; 352° Rainelle	14,500	5 NM radius daily SR–SS.
Westover, Blue Horizon Drive-In	13 NM; 320° Morgantown	12,500	Weekends and holidays SR-SS.

4.21 BEFORE TAKEOFF (4.5g)

After all aspects of the takeoff are considered, a before takeoff check procedure must be performed.

Verify that the battery master and alternator switches are ON. Check and set all of the night instruments as required. Check the fuel selector to make sure it is on the proper tank (fullest). Turn ON the electric fuel pump. Check the engine gauges. The alternate air should be in the CLOSED position.

All seat backs should be erect.

The mixture and propeller control levers should be set and the seat belts and shoulder harness fastened. Fasten the seat belts snugly around the empty seats.

Exercise and set the flaps and trim. Ensure proper movement and response of all night controls.

All doors should be properly secured and latched.

On air conditioned models, the air conditioner must be OFF to ensure normal takeoff performance.

4.23 TAKEOFF (4.5h)

4.23a Normal Technique (4.5h)

The normal takeoff technique is conventional for the Arrow. Flaps should be up and the trim should be set slightly aft of neutral, with the exact setting determined by the loading of the airplane. Allow the airplane to accelerate to 65 to 75 KIAS, depending on the weight of the aircraft, and ease back on the control wheel to rotate to climb attitude.

4.23b Short Field, Obstacle Clearance And Soft Field Techniques (4.5h)

The procedure used for a short field takeoff with an obstacle clearance or a soft field takeoff differs slightly from the normal technique. The flaps should be lowered to 25° (second notch). Allow the aircraft to accelerate to 50 to 60 KIAS depending on the aircraft weight and rotate the aircraft to climb attitude. After breaking ground, accelerate to 55 to 65 KIAS, depending on aircraft weight and select gear up. Continue to climb while accelerating to the gear up rate of climb speed, 90 KIAS if no obstacle is present or 78 KIAS if obstacle clearance is a consideration. Slowly retract the flaps one notch at a time while climbing out.

4.25 CLIMB (4.5i)

On climb-out after takeoff, it is recommended that the best angle of climb speed (78 KIAS) be maintained only if obstacle clearance is a consideration. The best rate of climb speed (90 KIAS) should be maintained with full power on the engine until adequate terrain clearance is obtained. At lighter than gross weight these speeds are reduced somewhat. An en route climb speed of 104 KIAS or higher is also recommended. This increased climb speed provides better engine cooling, less engine wear, reduced fuel consumption, lower cabin noise level, and better forward visibility.

When reaching the desired altitude, the electric fuel pump may be turned OFF.

To obtain the performance presented in the Performance Section of this handbook, full power (full throttle and 2700 rpm) must be used.

4.27 CRUISE (4.5j)

Following level-off for cruise, the airplane should be trimmed.

The cruising speed of the Arrow is determined by many factors, including power setting, altitude, temperature, loading and equipment installed in the airplane.

The normal maximum cruising power is 75% of the rated horsepower of the engine. When selecting cruising rpm below 2400, limiting manifold pressure for continuous operation, as specified by the appropriate Avco-Lycoming Operator's Manual, should be observed.

To obtain the desired power, set the manifold pressure and rpm according to the power setting table in this manual.

Use of the mixture control in cruising flight reduces fuel consumption significantly, especially at higher altitudes. The mixture should be leaned during cruising operation when 75% power or less is being used. If any doubt exists as to the amount of power being used, the mixture should be in the full RICH position for all operations.

4.27 CRUISE (4.5j) (Continued)

To lean the mixture, disengage the lock and pull the mixture control until the engine becomes rough, indicating that the lean mixture limit has been reached in the leaner cylinders. Then enrich the mixture by pushing the control towards the instrument panel until engine operation becomes smooth. The fuel flow meter will give a close approximation of the fuel being consumed. The low side of the power setting, as shown on the fuel flow meter, indicates best economy for that percent of power while the high side indicates best power.

If the airplane is equipped with the optional exhaust gas temperature (EGT) gauge, a more accurate means of leaning is available to the pilot. For this procedure, refer to the Avco-Lycoming Operator's Manual.

The pilot should monitor weather conditions while flying and should be alert to conditions which might lead to icing. If induction system icing is expected, place the alternate air control in the ON position.

During flight, keep account of time and fuel used in connection with power settings to determine how the fuel flow and fuel quantity gauging systems are operating. If the fuel flow indication is considerably higher than the fuel actually being consumed, a fuel nozzle may be clogged and require cleaning.

There are no mechanical uplocks in the landing gear system. In the event of a hydraulic system malfunction, the landing gear will free fall to the gear down position. The true airspeed with gear down is approximately 75% of the gear retracted airspeed for any given power setting. Allowances for the reduction in airspeed and range should be made when planning extended flight between remote airfields or flight over water.

In order to keep the airplane in best lateral trim during cuise flight, the fuel should be used alternately from each tank at one hour intervals.

Always remember that the electric fuel pump should be turned ON before switching tanks, and should be left on for a short period thereafter. To preclude making a hasty selection, and to provide continuity of flow, the selector should be changed to another tank before fuel is exhausted from the tank in use. The electric fuel pump should be normally OFF so that any malfunction of the engine driven fuel pump is immediately apparent. If signs of fuel starvation should occur at any time during flight, fuel exhaustion should be suspected, at which time the fuel selector should be immediately positioned to a full tank and the electric fuel pump switched to the ON position.

4.29 APPROACH AND LANDING (4.5k)

Check to ensure the fuel selector is on the proper (fullest) tank and that the seat backs are erect. The seat belts and shoulder harness should be fastened and the inertia reel checked.

Turn ON the electric fuel pump. The mixture should be set in the full RICH position. Set the propeller at full INCREASE rpm to facilitate ample power for an emergency go-around.

The landing gear may be extended at speeds below 129 KIAS. The airplane should be trimmed to a final approach speed of about 75 KIAS with flaps extended. The flaps can be lowered at speeds up to 103 KIAS, if desired. Turn OFF the air conditioner.

The mixture control should be kept in full RICH position to ensure maximum acceleration if it should be necessary to open the throttle again.

The amount of flap used during landings and the speed of the aircraft at contact with the runway should be varied according to the landing surface and conditions of wind and airplane loading. It is generally good practice to contact the ground at the minimum possible safe speed consistent with existing conditions.

Normally, the best technique for short and slow landings is to use full flap and enough power to maintain the desired airspeed and approach flight path. Mixture should be full RICH, fuel on the fullest tank, and the electric fuel pump ON. Reduce the speed during the flareout and contact the ground close to the stalling speed. After ground contact, hold the nose wheel off as long as possible. As the airplane slows down, gently lower the nose and apply the brakes. Braking is most effective when flaps are raised and back pressure is applied to the control wheel, putting most of the aircraft weight on the main wheels. In high wind conditions, particularly in strong crosswinds, it may be desirable to approach the ground at higher than normal speeds with partial or no flaps.

4.31 STOPPING ENGINE (4.5m)

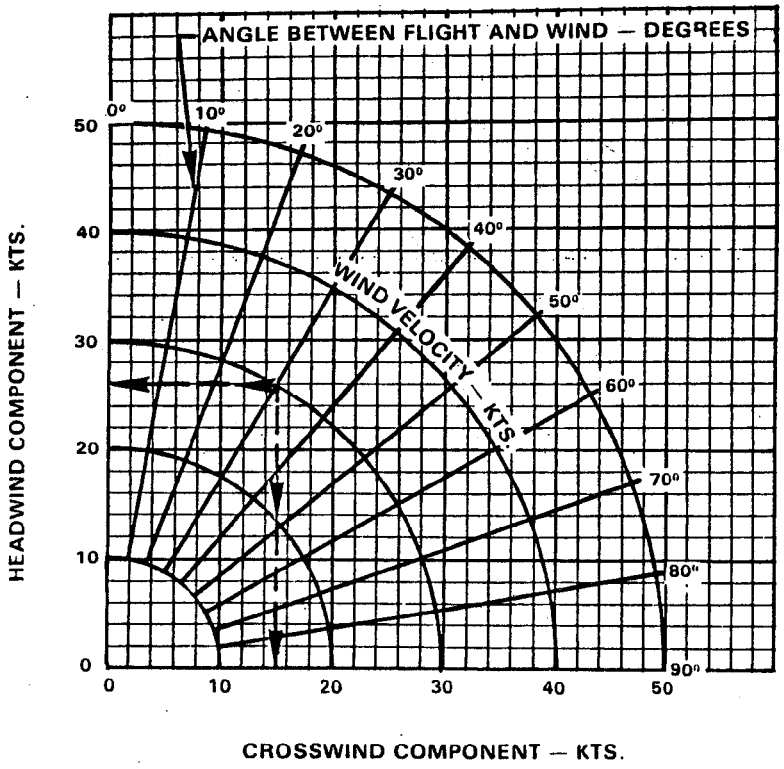
CAUTION

> The flaps must be placed in the UP position for the flap step to support weight. Passengers should be cautioned accordingly.

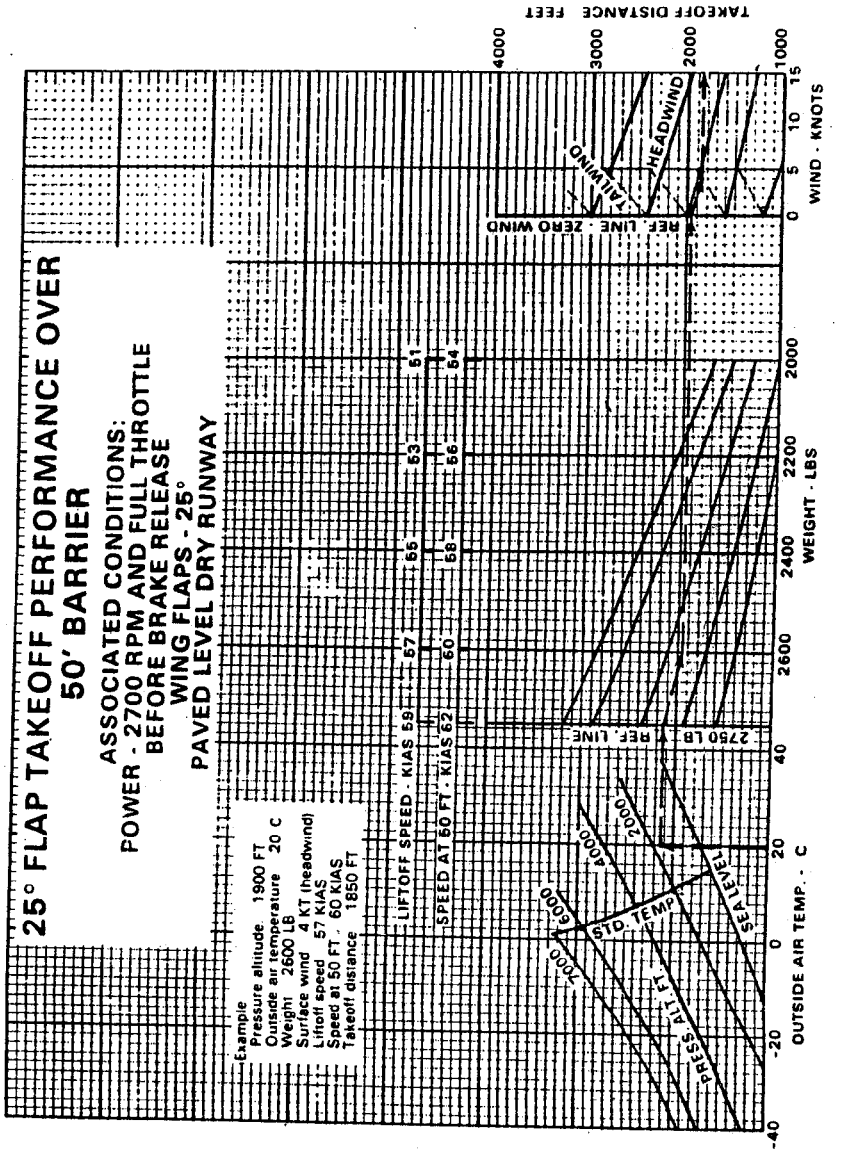
At the pilot's discretion, the flaps should be raised.

WIND COMPONENTS

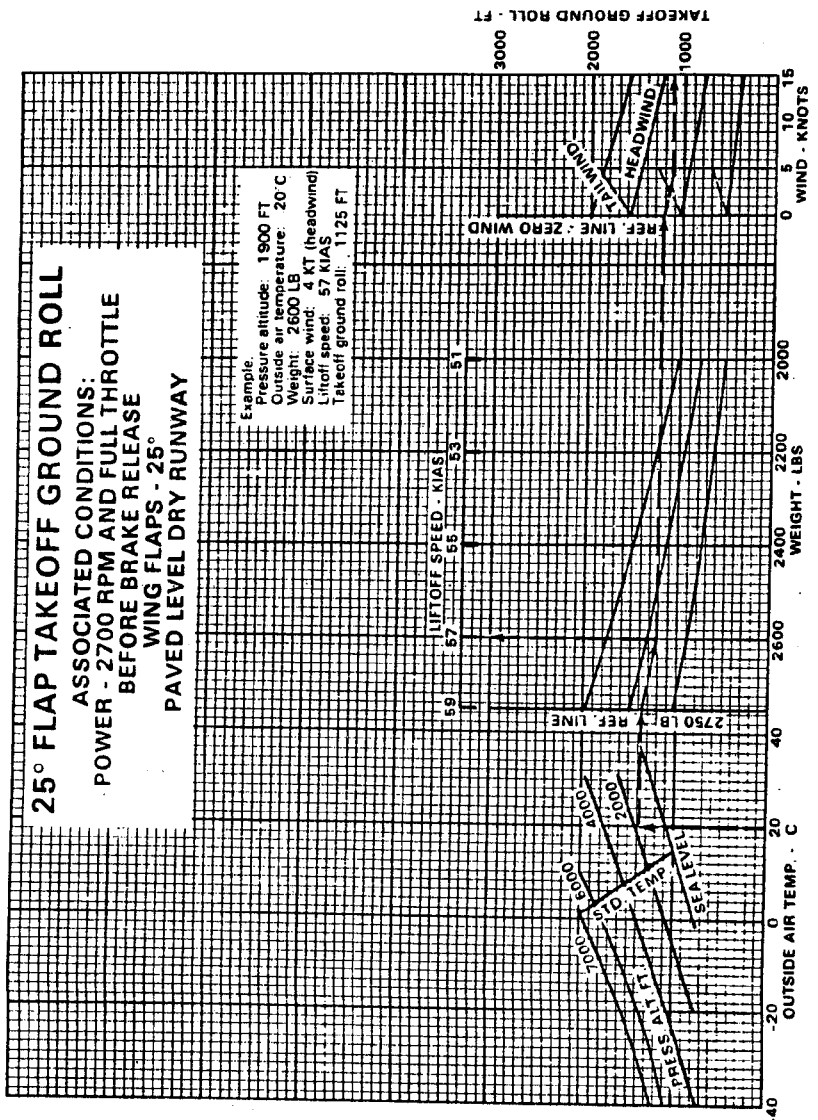
Example:
Wind velocity: 30 knots
Angle between flight path and wind: 30°
Headwind component: 26 knots
Crosswind components: 15 knots



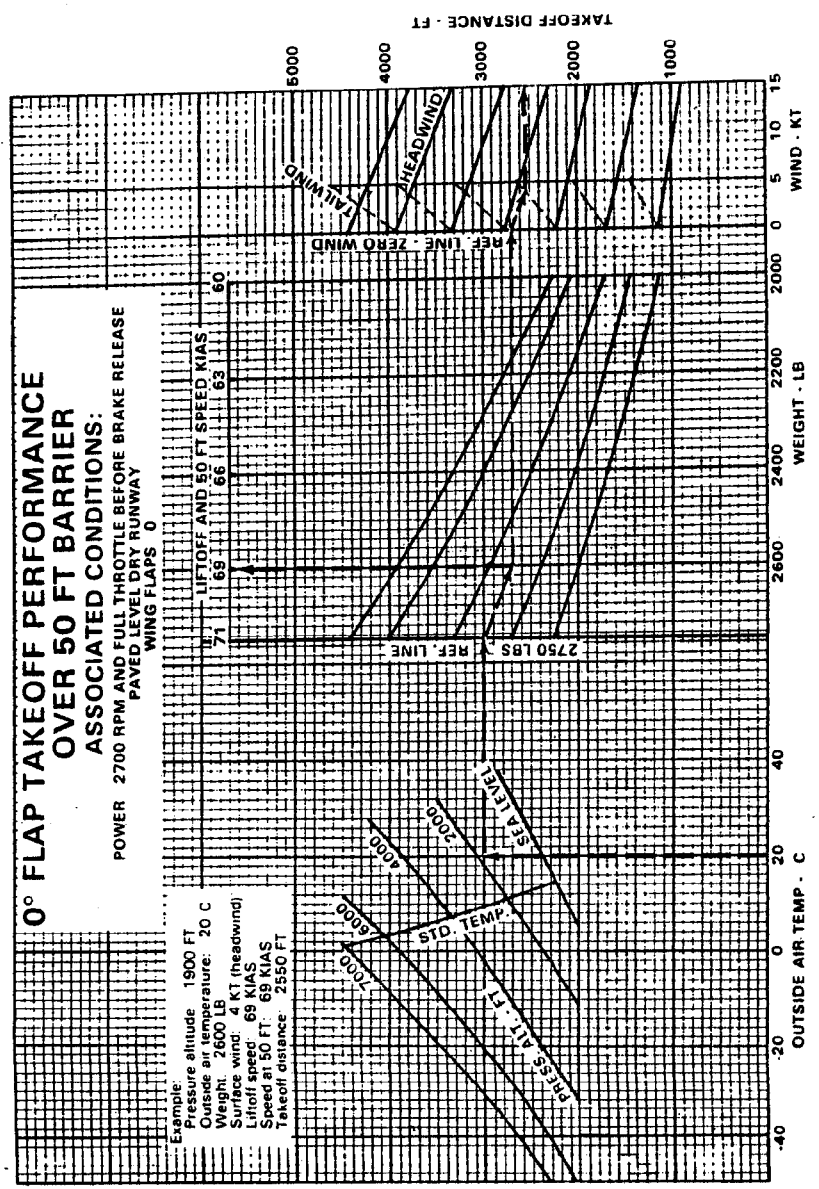
WIND COMPONENTS
Figure 5-7



25° FLAP TAKEOFF PERFORMANCE
Figure 5-9



25° FLAP TAKEOFF GROUND ROLL
Figure 5-11



0° FLAP TAKEOFF PERFORMANCE
Figure 5-13