

# Aviator's Code of Conduct

## Preamble:

The Arizona Pilot's Association (APA) and The Recreational Aviation Foundation (RAF) are partnering to advance backcountry aviation in Arizona, and every pilot plays a part in our success. Each of us is an ambassador to the non-flying public, and to the land managers responsible for the airstrips we enjoy. Please do your part by practicing these few rules. We want to be the friendliest and most helpful recreational users these land managers work with!:

### Pilots will abide by all State and Federal regulations regarding the use of aircraft.

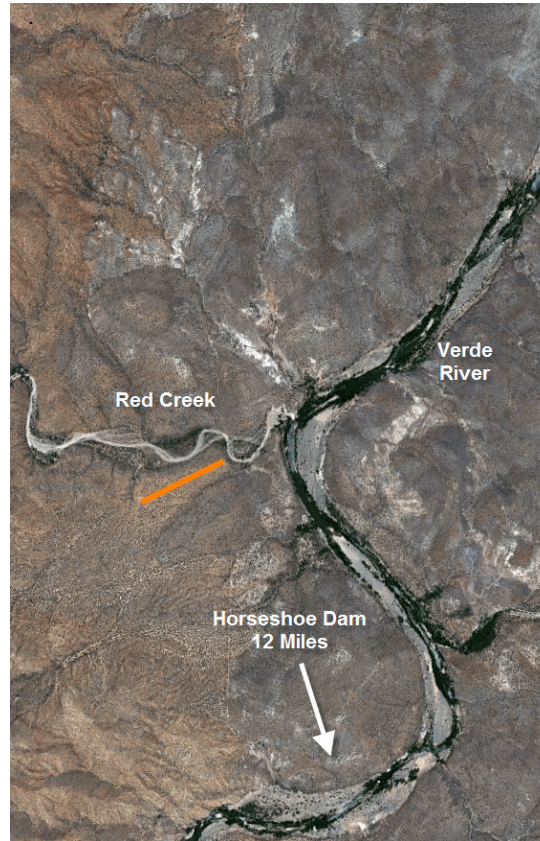
- Act with all possible courtesy to those on the ground who are hunting, horseback riding or observing wildlife, by maintaining reasonable distance and altitude.
- Know wildlife refuge boundaries as well as seasonal areas of wildlife congregation to avoid inadvertent low level over-flights.
- Avoid putting potential stress on wildlife.
- Get appropriate permissions when required, prior to using an airstrip.

### Pilots will practice good wilderness and backcountry flying ethics.

- Keep the noise signature of the aircraft to a safe minimum.
- Practice "leave no trace" camping. Fly it in, fly it out.
- Avoid very early morning departures unless safety of flight demands a deviation.
- Be courteous to other users in the area.
- Do not use these airstrips for training purposes or just to say "I've been there."
- Keep the aircraft clean of noxious weed seed to prevent the spread of weeds to backcountry airstrips.
- Participate whenever possible in work events to maintain these airstrips.

### Honor the Land Manager's Vision and Rules for the Airstrip

Many hours of negotiations and work go into each backcountry airstrip and trust is earned through fulfilling our commitments to the land managers. A few rogue pilots can destroy this trust and set our backcountry efforts backwards for years. On the other hand, honoring these agreements can go a long way towards these efforts, and even opening new airstrips, so get to know the vision and rules for each airstrip.



[www.AZPilots.org](http://www.AZPilots.org)  
[www.facebook.com/AZPilots.org](https://www.facebook.com/AZPilots.org)  
[www.theRAF.org](http://www.theRAF.org)

**Conditions at Red Creek vary daily and the information contained herein may be inaccurate, and must not be used for navigation or aviation decision making!**

# Red Creek Airstrip Information

Your Partners in the  
AZ Backcountry



[www.AZPilots.org](http://www.AZPilots.org)



[www.theRAF.org](http://www.theRAF.org)



## Hazards

Varying surface conditions, hard and soft areas

Short and narrow with obstacles

Ruts and debris on surface

1200' length with 1.3% slope

15' rise to the west

Crosswinds common

Potential downdrafts

One way in, one way out

Tail winds on departure

Critical density altitude issues

Lack of communications / No cellular

Large birds in area

Wildlife on runway

*No access by emergency vehicles*

Practice area traffic to the south 122.75

## Red Creek

Is a closed, un-charted, un-maintained airstrip and any use is

**AT YOUR OWN RISK!**

**Injury and loss of aircraft are possible!**

The Verde River is a designated Scenic River and **Eagle Nesting Zone** so if you fly the area, watch out and minimize your flight along the river.

Contact the Arizona Pilot's Association for additional safety information.

[www.AZPilots.org](http://www.AZPilots.org)

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## Safety First

Neither the authors of this bulletin, nor the U.S. Forest Service, encourage the use of the Red Creek airstrip! Despite this, some will attempt a visit. If you are one of these:

Let someone know where you are going and when you expect to return. Bring plenty of water and first aid supplies.

**Know your aircraft's short field performance and your capabilities!**

Winds are unpredictable, but southwest winds are prevalent, causing a potential downdraft at the approach to runway 24,

A wind sock **may** be located at the NE end.

Due to the potential downdraft, "dragging" it in can be particularly hazardous.

Departure is typically via 6, and you may need to wait out adverse winds!

**Directional control can be a challenge, and quartering tail winds have contributed to the destruction of several aircraft!**

Practice the "Leave No Trace" principals.