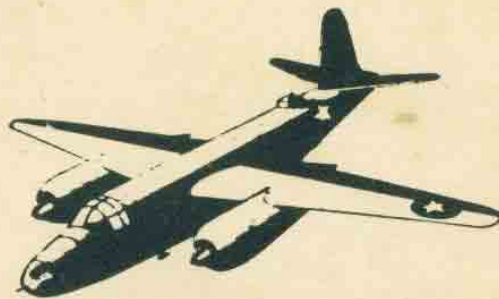


Local Flying Regulations



STATION OPERATION
ARMY AIR FORCES PILOT SCHOOL
SPECIALIZED 2-ENGINE
DODGE CITY, KANSAS

HEADQUARTERS
ARMY AIR FORCES PILOT SCHOOL (SPECIALIZED 2-ENGINE)
Office of the Operations Officer
Dodge City, Kansas

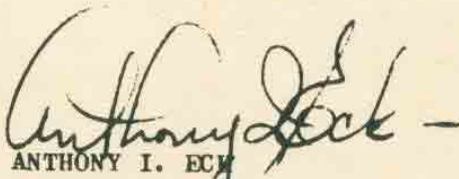
MEMORANDUM:


TO : All Concerned.

1. The following Flying Regulations are published for the information, guidance and compliance of all concerned.
2. All previous flying regulations issued by this Headquarters are hereby rescinded.
3. Operation of all aircraft from and on this Airdrome is covered by A.A.F. Regulations, and other pertinent orders and information disseminated by higher authority. The above mentioned will be appropriately presented and all concerned will be responsible that they have read and understood subject matter.
4. In addition to general control outlined in Paragraph three (3) above, the following base flying regulations are published for the information, guidance and compliance of all concerned.
5. All organizations concerned, each officer and enlisted man holding an aeronautical rating while on duty at this station will maintain a current copy of base flying regulations. Upon termination of assignment at this station, this copy will be turned in to the Station Operations Officer.
6. These regulations will be departed from only in instances where necessary in the interests of safety, or in the preservation of life or equipment, or by specific direction of the Commanding Officer.

By order of Colonel ROOT:

OFFICIAL:


ANTHONY I. ECK
Major, Air Corps
Station Operations Officer


ANTHONY I. ECK
Major Air Corps
Station Operations Officer

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Revised May 15, 1944

SECTION I

GENERAL REGULATIONS

1. The attention of all personnel is invited to the fact that no amount of regulation can take the place of good judgement, both in the air and on the ground. The Commanding Officer expects from all personnel, constant attention to the use of good judgement in the interest of safety for both personnel and equipment.
2. The responsibility for the safe operation of aircraft, both in the air and on the ground, is directly chargeable to the pilot in command of the aircraft.
 - a. If the aircraft is on the ground with the engine running but without the pilot at the controls, the person taxiing the aircraft or running up the engines is responsible for the safety of the aircraft involved.
 - b. Deputy for Maintenance and Supply will keep conspicuously posted a list of non-flying personnel of his organization authorized to run up aircraft engines or taxi airplanes. Authorization to run up one type of airplane does not necessarily mean that the person so authorized is capable of taxiing all types of airplanes. The list therefore, will be kept up-to-date each month and will indicate types of airplanes which non-flying personnel are authorized to taxi, or run. A copy of this list will be kept at Post Operations.
3. Flying at this station is divided into two general classes:
 - a. Student Training. All flying done as part of the Student Training Program in accordance with the directives issued by the Deputy for Training and Operations, and will be confined to a 100 mile radius of Dodge City AAF, and will be designated as Group Operational Area. This area is extended to a 200 mile radius for low altitude missions and Time and Distance Problems. This area is limited to a 50 mile radius for all Student Team rides.
 - b. Post Flying. All flying not done as part of any schedule Student Training whether performed by training personnel or base personnel, will be confined to the below designated local flying area; the local flying area is approximately a twenty-four (24) mile square, extending fifteen (15) miles north, thirteen (13) miles west, nine (9) miles south, and eleven (11) miles east of Dodge City Army Air Field.

The northern boundary is marked by the county road extending west from a point five (5) miles south of the town of Jetmore. The western boundary is marked by a county road one mile east of the state highway extending south from the town of Cimarron. The southern boundary is marked by a county road extending east and west through the town of Ensign. This road is six (6) miles south of Dodge City. The eastern boundary is marked by a state highway extending north from a point one mile west of the town of Wright.

4. Each of the above two general classes of flying will be further divided into:

- a. Local Flying. All flying done within Group Operational or Local Flying Area, involving no landings away from Dodge City Army Air Field or its auxiliary field.
- b. Cross-Country Flying. All flying outside of the Areas mentioned in 4 a above, or within the local flying area whenever a landing is contemplated.

5. Authorization for above classes of flying:

- a. Student Training flying, both local and cross-country, will be authorized by the Group Commander concerned, but for cross-country flying under the definitions of 4 b above and approval of the Deputy for Training and Operations, a clearance will be required and filed at the Station Operation. Group Commanders, or their authorized representatives will be responsible that the equipment and weather conditions are satisfactory for safe operations. Local Student training flights will be cleared thru Student Group Operations.
- b. Post flying, both local and cross-country will be authorized, providing the equipment and personnel to be utilized will not be a detriment to Student Training, by the Station Operations Officer. Flights outside the Student Operational Area will require a written request on forms provided by the Station Operations Officer. (Personal X-C Forms)
- c. A clearance (Form 23) will be obtained in all cases defined in 4 b above for all cross-country flights and all local flights when weather conditions require an instrument clearance Par 1, AAF 15-23. Form D Copy 1 will be filed on all local flights not cleared thru Student Group Operations.

d. A weight and balance clearance will be required on all flights.

6. Flying. Air Traffic Rules outlined in the AAF regulations No. 60-16 will govern the operation of Army Air Forces Aircraft in the continental United States. All flight personnel will be held responsible in keeping with:

- (1) Weekly Notice to Airmen
- (2) AR 95 Series complete
- (3) AAF Regulations complete, including 55-4
- (4) Circulars complete
- (5) AAF Bulletins complete
- (6) AAF Memorandums complete
- (7) Pilot's Information File
- (8) CAA Regulations
- (9) Army-Navy Directory of Airfields
- (10) Teletype Notams

The above notices, memorandums, regulations and other references mentioned are on file in Station Operations Office.

7. Responsibility for safety of aircraft rests upon the pilot in all cases.

8. No Flight At Night, will be made from an airdrome not having boundary and obstruction lights, nor from an airdrome where facilities for proper weather reports cannot be obtained, except in cases when a pilot can receive the proper weather reports by the use of his own radio facilities, or by telephone.

9. Suspension of Flying. The Station Operations Officer will suspend all flying at this station when weather conditions become "instrument" according to A.A.F. Regulation 60-16. All flying will then be controlled through Station Operations in accordance with Station Operations Flight Plan. The Director of Flying Training will be responsible for the conduct and coordination of student flying training when instrument conditions exist.

10. Flying Hours. The term "flying hours" wherever used in these regulations refers to those hours during which flying training for students is in progress.

11. Any Unusual Occurrence Involving An Airplane shall be immediately reported to the Station Operations Officer and to the Director of Flying Training for proper disposition. An unusual occurrence means any of the following:

- a. Damage to an airplane or property, however slight.
- b. Forced landing.
- c. Violation of these or other regulations.
- d. Violation of unwritten rules of good judgement or technique in flying.
- e. Any carelessness or negligence of flying or ground personnel which might affect safety, maintenance or flight operations.
- f. Any rumors which are believed to be a sound basis of investigation.

12. Whenever any aircraft is overdue or forced down the pilot, if physically able, will immediately notify Station Operations Officer, this station by telephone or telegram. Such message is official business and may be sent collect.

SECTION II

OPERATIONS CONTROL

1. Station Operations Has Exclusive Jurisdiction over the following functions:

- a. All Post flying.
- b. Ferry flights by base personnel and issuance of orders covering ferry flights by training personnel.
- c. All transient flying.
- d. Airdrome control and maintenance.
- e. All traffic regulations.
- f. All cross-country clearances (Form 23)
- g. Airdrome Officer.
- h. Dispatcher's Office.
- i. Alert crews.
- j. Weather service
- k. Control Tower.
- l. All AAF Form 5's of flying personnel including student pilots.
- m. Coordination on Accident investigations.
- n. Flight control (2VR9)

2. Group Commanders have exclusive jurisdiction, under the supervision of the Director of Flying Training, over the following functions:

- a. All student training flying except cross-country and instrument flying when a clearance (Form 23 and 23A) is required.
- b. All flying regulations made by the Director of Flying Training pertinent to student training and supplementary to these regulations
- c. All airplanes assigned to training squadrons.

- d. All records of student pilots, except Form 5's for Rated Pilots undergoing training.

3. Director of Flying Training, Station Operations and Group Commanders have concurrent jurisdiction over all matters not mentioned in Paragraphs 1 and 2 above which are a phase of flying operations, and will each be responsible for full coordination and cooperation.

4. Instruction for Airdrome Officers

The Airdrome Officer is, while on duty, an Assistant Station Operations Officer, and is under the supervision of the Station Operations Officer, responsible for the safe and efficient functioning during his tour of duty of the following:

1. Transient Aircraft.

- a. That the Post Adjutant and Deputy for Training and Operations are notified of the expected arrival of any officer of the grade of Lt. Colonel or above, or civil dignitaries.
- b. That adequate transportation is provided for all incoming transient officers at least five minutes prior to the expected time of arrival.
- c. That the Dodge City Control Tower establish radio contact with all incoming transient aircraft, and in the event contact is not established, he will ascertain the reason thereof and report findings to the Station Operations Officer.
- d. That he personally meet all incoming aircraft.
- e. He will be in the Control Tower to direct the landing of any transient Aircraft after dark, except when student flying is in progress.
- f. He will personally accompany all transient officers, arriving between the hours of 1700 and 0800, to their desired destination on the Post, observing the functioning of the facilities for handling visiting aircraft and personnel.
- g. He will give each member of transient crews a copy of the "Visitors Bulletin".
- h. That the Officer of the Day is notified of the arrival of any transient aircraft carrying confidential equipment which should be

guarded or removed.

2. In the case of an airplane accident, he will assure himself that Station Operations personnel have complied with The Accident Directive.
 3. Notification of families of officers as to ETA of return to this Station and RON.
 4. He will make Station Operations building his headquarters and will keep the dispatcher and/or the chief clerk notified at all times as to his whereabouts. The A. O.'s will contact Operations Officer to arrange for one Man to sleep at Operations building. Each A.O. will fill out a "Check List for the Airdrome Officer" at the end of his tour of duty and deliver it to the Operations Officer.
 5. In connection with his duties, the Airdrome Officer should bear in mind that any action that he takes relative to the comfort or convenience of personnel will directly reflect upon the Post.
5. Station Operations is responsible for the maintenance and operation of the airdrome and equipment. Failure of equipment, obstructions, soft spots, holes, or other hazards to flying, will be reported to the Station Operations Officer immediately.
6. Clearance (Form 23) AAF Regulation 15-23.
 - a. All clearance will be properly filled out by the pilot of the aircraft concerned and will include all information required by C.A.A. and Army Regulations, Circulars, circular letters and other pertinent instructions. Final authority for all flights requiring a clearance is the correct execution of Form 23 by the pilot regardless of the previous authorization for the flight.
 - b. Army Air Force Command pilots, Senior pilots and Air Freight Division transport pilots may clear their own flights.
 - c. Weather requirements of AAF 60-16, and Weight and Balance requirements of 55-3 will be met.
 - d. All passengers' names, ranks, Army Serial Numbers, Station in airplane and home stations will be shown on clearances.
 - e. Authorized Civilian Passengers will execute release form before being cleared.

7. Maps, Facility Charts, Cross-Country Envelopes.

- a. A cross-country envelope will be filled out with the proper contents and sealed and kept in each airplane operating from this station. It is the responsibility of all pilots not to tear or deface this envelope except in case of need. It is the responsibility of the pilot to see that such envelope is in the ship prior to each flight.
- b. An up-to-date radio facility chart T.O. No. 08-15-1 will be kept in each airplane.
- c. Maps, facility charts and emergency flying equipment are on file in the Dispatcher's Office in Station Operations and will be drawn only when necessary. It is the duty of Group Commanders or their Operations Officers to keep a sufficient supply of maps used in normal operations. When necessary to draw on Station Operations for maps, facility charts or equipment, the pilot shall sign personally for same, and promptly return EVERYTHING drawn at the earliest practicable moment.

8. The attention of all rated pilots desiring cross-country flights is invited to provisions of A.C. Circular No. 60-12 limiting those pilots to certain types of cross-country flying according to the length of service as rated pilots.

9. All pilots will check the bulletin board in Station Operations at least once each week in order to comply with any new data that has not previously been brought to their attention.

10. All pilots will be held responsible that they keep their personal copy of the Pilots Information File up to date and comply with AAF Regulation 62-15, dated 9 April 1943.

11. All pilots in B-26 type airplanes will maintain radio contact with 2VR9, Dodge City Flight Control on any flight which requires a clearance on AAF Form No. 23.

12. When filling out X-C requests, pilots will note what radio ranges he will contact enroute and list these on his AAF Form 23 clearance.

SECTION III

PERSONNEL

1. Procedure prior to flying at this station. Each rated Pilot, upon reporting at this station, will report to the Station Operations Officer prior to flying airplanes at this station. He will acquaint himself with all regulations and indicate a knowledge and understanding of all data compiled in the Pilot's information index and his familiarization with equipment of this station is required by AAF Regulation No. 50-4 and AAF Regulation No. 62-2. This certificate signed by each Pilot that he has read and understands the provisions of AAF Regulation No. 60-16, will be filed in the individual Form 5 files.

2. All rated pilots and Student Pilots will, upon arrival and before flying at this station, obtain a clearance from the Flight Surgeon and bring a copy of same to the Station Operations Office, copies to Group Operations and Director of Flying Training.

3. All rated pilots will report personally to the Station Operations Officer for the purpose of filling out necessary reports.

4. All rated pilots who have been on leave for more than thirty days, or in the hospital, or sick in quarters, or on sick leave, or involved in an aircraft accident, or off flying duty for any reason, will, before returning to duty involving flying obtain a clearance from the Flight Surgeon and present the clearance to the Station Operations Officer. Student Pilots will present their clearance from the Flight Surgeon to the Group Commander having jurisdiction over their flying.

SECTION IV

AIRCRAFT ACCIDENTS

1. An Aircraft Accident is an occurrence caused by errors of personnel or failure of material resulting in death or injury to personnel and/or damage to aircraft.
2. Under the provisions of A.A.F. Regulation No. 62-14, there is established at this station an Aircraft Accident Committee. The purpose of this Committee is to investigate the circumstances and determine the cause of all aircraft accidents.
3. Forced landings, which do not result in damage to aircraft, private property, or injury to personnel will be reported to Station Operations Officer for investigation.
4. Any personnel observing an accident away from Dodge City or its auxiliary field will report same to Station Operations immediately, giving exact location and extent of damage, by quickest available means. Flying personnel viewing an accident will immediately contact Main Control Tower, giving information outlined above and will maintain Radio Contact with Tower for further instructions.
5. If the accident occurs on Dodge City Field or its auxiliary field, the Control Tower will immediately notify Station Operations or use crash phone and will direct traffic so that it will not interfere with crash activities. If the field is required to be closed all ships on ground will be notified to shut motors off.
6. The Station Operations will notify the Commanding Officer if the accident is of such degree as to warrant his attention.
7. The Deputy for Maintenance and Supply will arrange for proper disposition of the airplane involved.
 - a. Damaged aircraft or wreckage will not be moved until authorized to do so by the Aircraft Accident Officer or a member of the Aircraft Accident Committee with the following exceptions:
 - (1) When necessary to move wreckage in order to rescue or remove personnel.
 - (2) In emergency or when location of wreckage or damaged aircraft could in any way be construed as being dangerous or hazardous to flying safety.

NOTE: In this connection, attention of all concerned is called to the fact that the Aircraft Accident Officer and/or the Aircraft Accident Committee is charged with the responsibility of investigating all aircraft accidents for the purpose of determining the cause of the accident. In many instances, the location of control valves, switches, etc., give primary evidence as to the cause of the accident and if any of the above are moved or disturbed in any way prior to investigation, it is often impossible to determine cause. It is extremely important that the Technical Inspector or representative of the Director of Maintenance immediately fill out a check list as outlined in paragraph 7, Section 2 of A.A.F. Regulation No. 62-14. This check list should be filled out before wreckage or damaged aircraft are moved unless it is imperative that wreckage or damaged aircraft be moved prior to filling out check list in the interests of safety.

8. The Aircraft Accident Officer has exclusive jurisdiction of aircraft accidents, damaged aircraft or wreckage until such time as subject damaged aircraft or wreckage is released by him to the Deputy for Maintenance and Supply for further disposition.

9. In the event an aircraft accident causes injury to personnel, it is imperative that injured personnel not be interviewed or questioned except when absolutely necessary by a medical officer or officers, until the Aircraft Accident Officer or a member of the Aircraft Accident Committee has had an opportunity to obtain necessary information pertaining to the accident. In this connection, all personnel, after being released by the Medical Department, will, without delay report to the Director of Flying Training.

10. Only authorized personnel will proceed to the scene of an aircraft accident: these are as follows:

- a. Commanding Officer
- b. Aircraft Accident Officer and members of the Aircraft Accident Committee.
- c. Fire Department.
- d. Engineering Personnel as directed by Deputy for Maintenance and Supply.
- e. Ambulances and assigned personnel.

- f. Crash truck and assigned personnel.
- g. Director of Flying Training.
- h. Deputy for Training and Operations.
- i. Anyone authorized by the Accident Officer.

11. Any accident however slight will be immediately reported to the Station Operations Office.

12. Any pilot in any aircraft accident will at the first practicable moment report to the Flight Surgeon for a physical examination. Upon completion of the physical examination, the Flight Surgeons Certificate will be placed with the Station Operations Officer and the Certificate will be filed in the pilot's Form 5. In the event the pilot is Student Pilot, such certificate will be filed with the Director of Flying Training.

13. It will be the responsibility of the Station Operations to furnish to Post Headquarters the necessary data on all Group I accidents for the preparation of the telegrams required in AAF Regulation 62-14.

SECTION V

WEATHER

1. A complete weather service is maintained in the Station Operations Building with a forecaster on duty or available at all times. All pilots are cautioned that next to carelessness and negligence, weather is the most important factor in aircraft accidents.

2. Each Group Commander, or his representative, or the Group Operations Officer will before scheduling any student flights, thoroughly check the weather conditions and will be held responsible that the flying personnel are familiar with the present and possible weather changes for the duration of that flight. In the event weather conditions are questionable before the completion of student flights in this area, Group Commanders will issue necessary emergency procedures which will enable flight to continue to alternate airports.

3. A clearance (Form 23) received from Station Operations Office does not relieve the pilot or the flight commander of a formation from responsibility for the safety of the flight insofar as weather is concerned. This applies to both post and student training flying, local and cross-country.

4. The Station Weather Office will upon request, provide a copy of the confidential landing code to any flying officer.

5. Station Weather Officer will furnish, in quadruplicate, his regular 6 hour forecast to Director of Flying Training at 0800, 1300, and 1700. Any change of weather, altering previous forecast will be immediately communicated to Director of Flying Training or his commissioned representative.

6. Station Weather Officer will furnish an A.A.F. Form 23A to all Pilots receiving an instrument clearance, when instrument conditions prevail.

SECTION VI

TRAFFIC

1. All traffic will be controlled from the Dodge City Air Field Control Tower. The Tower will guard 3105, 3650, 4495 and 6210 continuously day and night. The Tower transmits on 396 for transient and base flight airplanes and on 3650 for student training. Traffic patterns will be flown at an altitude of 1900 feet above the field (4500 feet indicated). Traffic will be to the left unless otherwise specified.

2. A free swinging indicator illuminated at night will give pilots visual indication of actual wind direction. The wind indicator will not relieve pilots from contacting the Control Tower for specific landing and take-off instructions.

3. When student flying training is called off, or halted for any reason during daylight hours pilots will be so notified by the following methods.

- a. The Dodge City Field light beacon will be turned on.
- b. When available, two or more smoke candles will be burned at the intersection of the runways in the center of the field.
- c. Landing instructions will be broadcast from the Dodge City Tower by use of radio.

4. During hours of darkness all flying will be controlled from the Tower by use of radio. When student training flying is called off or halted for any reason during the hours of darkness, notice to such effect will be broadcast from the Dodge City Tower by use of radio. In addition, when available, a red flare will be burned on the ramp in front of the Control Tower. During the hours of darkness pilots without radio, or with radio inoperative, will signal a lack of radio by turning their landing lights on and off three times so that the tower may see the signal. In such cases, the following system of light control will be used:

- a. For taxiing and take-off, hand projector light signals will be used, either red or green.
 - (1) A steady red light means that the pilot will immediately stop and hold his present position.
 - (2) A steady green light means that the field is clear for taxiing or take-off, as the case may be.

- (3) A red light intermittently turned on and off means return to the hangar.
- (4) A green light intermittently turned on and off means proceed with caution.

b. For Landings.

- (1) A red light means "do not land" and the pilot observing such a signal will remain in the air.
- (2) A green light means that the field is entirely clear of airplanes or abnormal obstructions and that the pilot may land.

5. Assignment of zones and other instructions pertaining to student night flying will be coordinated by Group Commanders, or their representatives, through the office of the Director of Flying Training with the Station Operations Officer.

6. The airplanes approaching Dodge City Air Field to join traffic or circle for landing, will remain at 4500 feet indicated.

7. Traffic will be entered by joining the upwind leg at approximately a 45 degree angle and to the right of the landing runway. Four turns will be made with traffic and tower contacted on base leg.

SECTION VII

CROSS-COUNTRY FLYING

1. flights to and from a point outside the Dodge City Field local flight area or within the local flying area when landings are to be made are considered to be cross-country flights except Jetmore Auxiliary Field.

2. Authority for cross-country flights:

- a. Student Training: The respective training Group Commanders under the supervision of the Director of Flying Training thru Stations Operations Officer.
- b. Individual Cross-country Flights: Station Operations Officer through the Group Commanders, and the Deputy of Training and Operations.
- c. Individual Extended Cross-country Flights: The Commanding General 34th F. T. Wing through channels.
- d. Post flying officers, not in Training Department, will have all cross-countries approved by the Commanding Officer.

3. Request for individual cross-country flights should be submitted by members of the Training Department to their Training Group at least 3 days in advance and should be routed through the Deputy for Training and Operations so as to reach the Operations Officer 24 hours in advance. All other pilots, through their next superior for approval and submission to the Operations Officer at least 24 hours in advance.

4. Individual cross-country flights will be made for the purpose of training within limitations of available aircraft and funds will be approved only where proposed landings enroute or at destination are made at recognized army controlled fields, a description of which indicates that they are suitable for the type of equipment to be used.

5. Night navigation flights will not be made to or from unlighted airports or flying fields where facilities for ascertaining weather conditions are not available unless a radio equipped plane is used and the radio is operating properly.

6. Extended navigation flights will be requested through channels in triplicate on the form provided at least 10 days in advance. The names and rank of all passengers will be listed, and, in the case of other than Dodge City Field personnel, the address, branch of service and full identification must be

shown. This request must be accomplished by a navigation flight form together with a map request form.

7. All non-flying personnel of this command who accompany pilots on navigation training flights must obtain approval from Post Headquarters.

8. Before departing on any cross-country flight, whether within the local area or not, a clearance (Form 23) will be obtained if a landing is contemplated. This applies to both Base and Training Department pilots. If the flight is a formation, only one clearance for the formation need be obtained but a list of all personnel in each airplane making the flight, together with the airplane numbers must be kept in the Station Operations Office and the Office of the Commanding Officer of the Group concerned for reference.

9. In any cross-country flight in formation, the flight leader is responsible for the safety and orderly conduct of the flight; and will be responsible that each pilot is familiar with expected weather; has weather codes and maps to enable each ship to navigate separately.

10. Pilots on cross-country flights are responsible that cross-country equipment such as maps, radio facility charts, cross-country envelopes and other equipment when required is taken with them through-out the flight. Pilots on cross-country flights are responsible that reports of arrival at their destination, departure for any destination, forced landing enroute, undue delay and RON messages are transmitted back to Dodge City Field promptly. In the absence of communication facilities, the most economical commercial communication facility will be used.

11. Dodge City Field pilots, either Training Department or Station Operations will in addition to completing flight plan through normal channels send a government collect telegram to the Commanding Officer, Dodge City Field, whenever an overnight stop is made.

12. Care of equipment and procurement of services while on cross-country flight is covered by A.R. No. 95-15 and A.A.F. Circular 15-15. All pilots of this station will familiarize themselves with these regulations.

- a. Adequate guards will be maintained on all aircraft of this station when on the ground away from the home station to prevent any possibility of sabotage or inadvertent damage to the aircraft. Special care will be exercised at all times when the aircraft is on other than military airdromes in the U.S. This responsibility, rests directly upon the pilot and the responsibility for the safety of the airplane cannot be delegated by him to any other person on the flight.

SECTION VIII

INSTRUMENT FLYING

1. In addition to the provisions of A.A.F. Regulation No. 60-16, the following instructions will be followed:
 - a. For instrument clearances, see section III, Paragraph 24 of A.A.F. Regulation No. 60-16.
2. Pilots doing instrument flying under the hood are responsible that a competent and qualified safety observer is present at all times.
 - a. Safety observers other than rated pilots will be certified by the Deputy for Maintenance and Supply who will file with the Director of Flying Training and Station Operations Officer, an up-to-date record of such personnel. The pilot is responsible to notify his safety observer of any instructions, relative to the flying, which he deems necessary.
 - b. Safety observers will be watchful at all times for other aircraft, and will notify the pilot of all airplanes in his vicinity.
 - c. While on hooded flights, the safety observer will direct the pilot so that the hooded aircraft will not approach any cloud formation closer than 500 feet vertically, or 2,000 feet horizontally.
3. No instrument flying or over the top flying will be done in aircraft not equipped with suitable radio facilities and blind flying instruments and at no time in violation of A.A.F. Regulation No. 60-16 and Civil Air Regulations.
4. Instrument flight plans will be submitted as far in advance of take-off time as possible. When instrument conditions actually exist, flight plans will be submitted at least 15 minutes prior to take-off. Take-offs on instrument flight plans will not be made later than the time specified by the Airways Traffic Control approval. If take-offs are unavoidably delayed past the approved time, a new flight plan must be submitted.
 - a. Airways Traffic Control approval of instrument flight plans will be relayed to the pilot by the Dodge City Control Tower.
5. To effect more efficient communication with Dodge City flights operating on a radio range station, if orientation problems are conducted to utilize the radio compass, a member of the crew will be required to maintain standby watch on the range frequency using the filters switch on "BOTH" in order to promptly intercept any calls for that aircraft on the range frequency.
6. Student training under instrument conditions will conform to DCAAF Memo issued by the Commanding Officer.

SECTION IX

TRANSIENT AIRCRAFT AND PERSONNEL

1. Visiting aircraft.

- a. Servicing and minor maintenance for visiting aircraft will be performed by the Transient Alert Crew.
- b. Major repair on visiting aircraft will be performed by Sub-Depot Engineering under the supervision of the Sub-Depot Engineering Officer.

2. Visiting Personnel.

- a. Visiting pilots are required to report their arrival to the Traffic Section, Operations Office in order that their arrival may be reported to the point of last departure.
- b. The Airdrome Officer will be responsible for quartering all visiting officers, soldiers and civilians.
- c. Visiting personnel may secure transportation from the Station Operations Dispatcher on duty at the Station Operations Office.

3. It shall be borne in mind by all personnel stationed at Dodge City Air Field that any action taken relative to the comfort or convenience of visiting personnel will directly reflect upon the Post.

SECTION X

MISCELLANEOUS

1. All flying will be conducted in such a manner as is in the best interest of safety with A.A.F. Regulations No. 60-16 and Civil Air Regulations.

2. Airplanes are forbidden to dive on or come nearer than 500 feet to any other airplane in the air unless by orders of competent authority or unless necessary in the interest of safety, or to render assistance, or engaged in a strictly military mission.

3. Diving at or on objects on the ground will not be tolerated unless by order of competent authority. At other times, no dives will be made unless the pull-out can be accomplished at an altitude above 1,500 feet above the terrain.

4. Acrobatic Flights. No pilot will perform acrobatics:

- a. At any heights whatsoever over a congested area or any city, town or settlement or over any open air assembly of persons or within the area included within a radius of 10 miles of the center of any airport, or within 10 miles of the center line of any civil airways.
- b. At any place other than unrestricted areas.
- c. Unless the maneuvers can be completed and the aircraft under complete control at or above 1,500 feet (altitude) above the surrounding terrain.
- d. At any place unless the visibility is at least 3 miles and the ceiling at least 3,000 feet and unless the pilot has first ascertained that there is no danger of collision with other aircraft.
- e. In all instances of formation flying, airplanes will not fly so close as to prevent a disabled airplane from leaving the formation.
- f. B-26 airplanes are restricted against all forms of acrobatics and will not be flown acrobatically.