

MT. MORIAH FIELD (02AR)

General Field Information:

Location: 3 nautical miles north of Murfreesboro, Arkansas. GPS Address is 38 Gordon Road, off of Mt. Moriah Road, off Hwy 19.

Latitude / Longitude: 30deg07'02.75"N / 93deg41'46.48"W (per Google Earth).

Runway numbers: 2 / 20

Field Elevation: 400ft MSL

Usable RWY length/width: 2,000ft x 75ft

Runway Safety Area: 2,700ft x 100ft (total size of area usable by aircraft)

Surface: good grass, hard packed and reasonably smooth. Watch for water or soft ground near midfield along east side after rain.

Slope: from south end very gradual 6ft upslope over first 2,200ft, then a 6ft downslope over last 500ft on north end.

CTAF: nearest is M77, 10.1nm SSW (122.9). In overlapping area between Ft. Worth Center (123.925) and Memphis Center (128.475).

Weather: KDEQ (134.075) 40.5sm W; KMEZ (118.025) 41.3sm NW, KHOT (119.925) 42.4sm NE, and KADF (118.175) 36.1sm E.

2 windsocks on east side near T-markers. No lights. No fuel. Unattended. Restricted road access.

Non-frangible tire/PVC runway markers spaced 50ft from centerline each side (100ft wide safety area).

NOTAM's:

Mt. Moriah Field is a privately-owned grass runway. A signed Liability Release Form, submitted to the airport manager, and subsequent written permission from the Airport Manager are required prior to use. Pilots must maintain liability insurance.

Due to close obstructions and short field length, this is a challenging airstrip for STOL capable aircraft and pilots proficient in STOL operations. Deer and birds inhabit the area. Pilots must verify safe conditions prior to use.

VFR daytime use only. Full stop landings only, except as may be required for safety.

Procedures:

T-shaped tire/PVC markers located 700ft from each end of the 2,700ft Runway Safety Area, plus smaller markers at mid-field. The T-markers indicate best aiming point for landings and 2,000ft remaining distance to stop. Make a slow, steep approach, aiming for the T-markers to clear obstructions. **Landing before the T-markers or after the mid-field markers is not recommended.** The T-markers indicate 2,000ft (or 700ft) remaining, and the mid-field markers indicate 1,350ft remaining.

Consult your POH for maximum performance takeoff procedures. On departure, if you are not off the ground before midfield, we strongly recommend you abort your takeoff. Note that aborting at midfield gives you only 1,350ft to stop, which could be difficult depending on conditions and aircraft capabilities. **Due to closer obstructions on the south end, most takeoffs should be to the north, and most landings to the south.** This is a short field with tall, close obstacles. Watch your weight/balance. Pay close attention to density altitude in the summer, and plan your flight times and load accordingly. Grass means slower acceleration and less effective braking. Wet or frozen grass will further reduce braking capabilities. First trip should be a cool, calm day.

Bring your own tie-downs. Road access is gate controlled. To arrange road access, loaner car, or ask about conditions, call the Airport Manager Paul Gordon at (318) 458-7850.

Obstructions:

Obstructions include but may not be limited to the following: (1) Radio tower (900ftMSL) located 2,500ft southeast of the south end T-markers; (2) South end trees 720ft from south end T-markers, topped to 30ft above RWY along extended centerline first 120ft, with 60ft trees farther out; (3) a tree-lined ridge 200ft above runway 1,700ft south of the south end T-markers; (4) north end trees along river banks (50ft trees on either side of river) beginning 850ft north of north end T-markers; (5) a tree-covered ridge up to 260ft above runway 4,750ft north of north end T-markers; and (6) 1,050ftMSL (320ftAGL) tower 2.4 miles northwest of the north end T-markers near the Lake Greeson Dam. Obstruction data is estimated and not guaranteed. Study the attached Google Earth image (obstructions in magenta) and topographical map.

Disclaimer:

This information is provided in an effort to enhance safety at Mt. Moriah Field. The owner Mt. Moriah LLC and its manager do not guarantee the accuracy or completeness of the information provided. Pilots must verify safe conditions prior to landing.

LIABILITY RELEASE AGREEMENT

In consideration for my being permitted by Mount Moriah LLC and its management to participate in aviation-related recreation activities on or around the airstrip known as Mount Moriah Field, 02AR, located 3 miles north of Murfreesboro, in Pike County, Arkansas, **I HEREBY AGREE TO THE FOLLOWING WAIVER AND RELEASE.**

Certain risks are inherent in general aviation. Additional risks are taken by pilots who utilize unpaved, unattended airfields in rugged, sparsely populated areas. These additional risks include, but may not be limited to: a heightened risk of encountering animal burrows, ant mounds, erosion, low/high/soft/rough spots, sink holes, rocks, fallen trees or limbs on runway, animal-aircraft encounters, steeper or shorter approaches, obstructions within approaches, shorter field lengths, less weather information, and longer distance/time from emergency medical care. To the extent that it may be possible to eliminate or reduce such risks specific to this airfield, Mount Moriah LLC and its owners have no obligation to do so. The same ruggedness that contributes to the unique character and beauty of the property also increases the dangers associated with the airfield. As a licensed pilot requesting permission to use this airfield, I understand and accept these risks.

I hereby commit, legally binding myself and anyone acting on my behalf, that I will henceforth indemnify and hold harmless *Mount Moriah LLC, its owners, employees, and agents* for any property damage and/or bodily injury that may result from my aviation activities on or around Mount Moriah Field; or from my participation in any other recreation activities while on the property of Mount Moriah LLC in Pike County, Arkansas. I further commit to release Mount Moriah LLC, its owners, employees, and agents from all liability related to my participation in aviation-related or other recreation activities while on this property. I agree not to sue any of the above listed parties for any such cause or claim. I understand the potential dangers and risks associated with my use of this airfield, and I accept these risks. I agree to maintain pilot's liability insurance coverage for all my flights into and out of Mt. Moriah Field. I understand that my insurance may not be sufficient to cover claims, and if so, it is my desire, intention and request that Mount Moriah LLC not be held liable for what my policy does not cover.

I hereby profess that I am a licensed pilot. I further profess that I am proficient in short/soft field takeoffs and landings over obstacles in the aircraft model listed below. I will maintain my proficiency in these techniques, and will have practiced them not more than 45 days before each trip to Mount Moriah Field. I have reviewed the attached Field Information, Google Earth image with obstructions, and topographic map. I am confident that I can safely operate this aircraft into and out of Mt. Moriah Field.

I understand that if I am given permission to use the field, it will be for my recreational purposes only, absolutely free of charge. I also understand that if I use the airfield it will be at my own risk, as provided under the Recreational Use Statute in the laws of the State of Arkansas.

Pilot's Name: _____ Address: _____

Cell Phone: _____ Email: _____

Aircraft Make: _____ Model: _____ Approx. # Hours Logged in this Model: _____

Aircraft N Number: _____ Name on Registration: _____

Your Insurance Co.: _____ Policy #: _____ Phone #: _____

Emergency Contact: _____ Relationship: _____ Phone #: _____

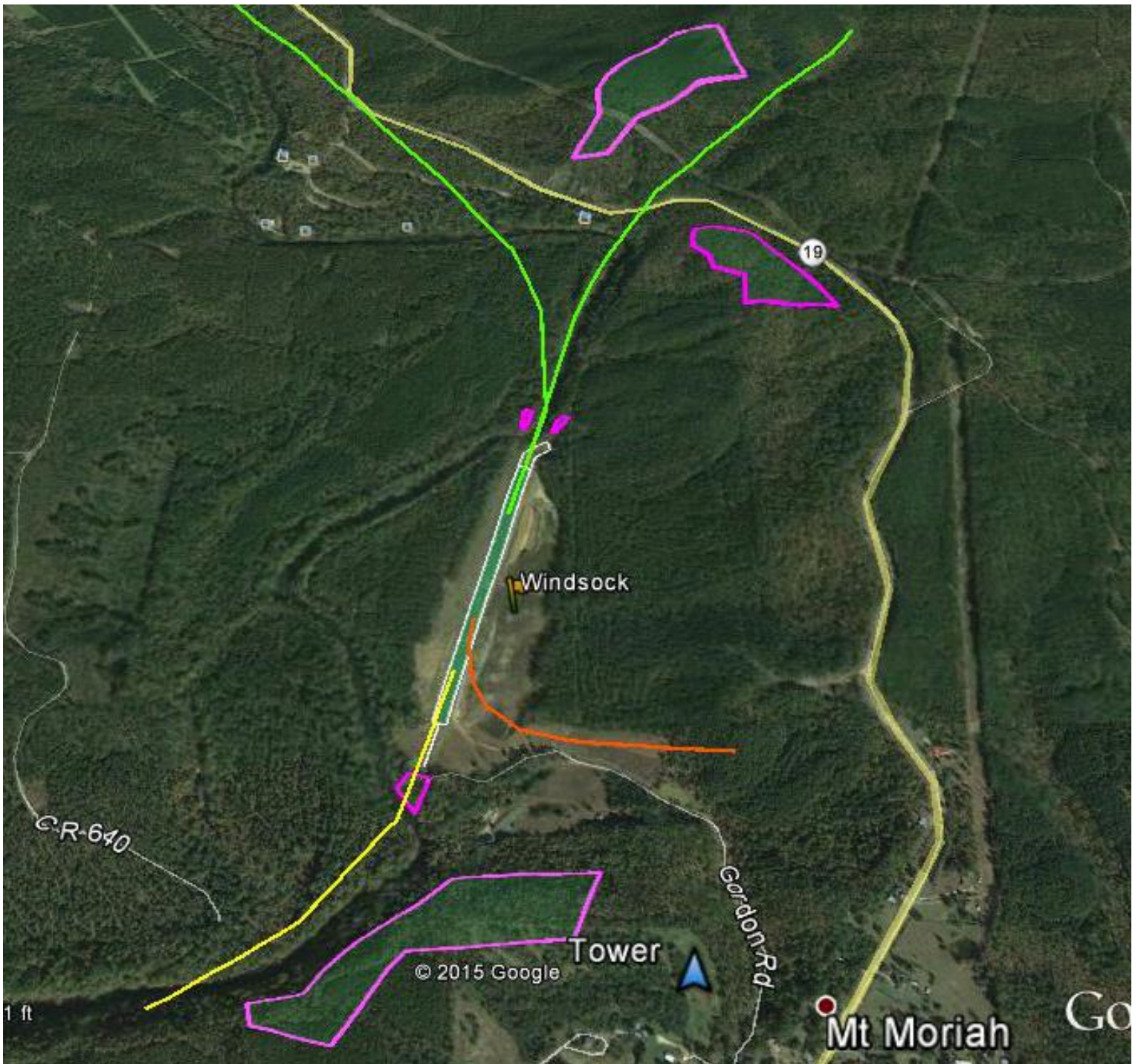
Requested Services (check all needed): ___airfield, ___gate access, ___recreation on property, ___lodging, ___car.

Requested Service Dates: ___Unrestricted; or ___Restricted (between the dates of _____ and _____).

Pilot's Signature: _____ Date: _____

Email form to paul@716help.com.

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The 6 magenta boxes indicate areas where obstructions should be carefully noted, possibly steeper than 20:1 to clear.
Blue arrow indicates Radio Tower 900MSL, 2,500ft southeast of the south end T-markers.
Not shown above is a 1,034ft Cell Tower, 2.4 miles northwest of the north end T-markers.

The green on the top-left side of this drawing is the easiest approach/departure path in calm, light, or headwind conditions.
The green line on the top-right side of this drawing is a more difficult departure path, but fine for approaches.
The yellow line is more difficult due to trees at south end of the Safety Area, but a good choice occasionally.
The orange line is not recommended for most aircraft, but may be fine for a Piper Cub.

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