

Rainy Mesa Airstrip (TBD)

Airstrip Briefing

THIS INFORMATION IS FOR REFERENCE ONLY
PILOTS ARE SOLELY RESPONSIBLE FOR DETERMINING SUITABILITY OF THIS AIRSTRIP



GENERAL:

Rainy Mesa is a USFS dirt airstrip located 13 miles southeast of Reserve, New Mexico. Coordinates are N 33° 33' 8.41" W 108° 37' 59.67". Field elevation is 7404' and density altitude is usually much higher. The airstrip is generally in fair condition, but can vary, especially in times where there has been a lot of moisture. There is a 2' berm and large rocks along the north edge. There are large rocks and stumps along the south edge. There is only a 60' clear span between trees along the runway edges. There is a parallel access road to the southwest of the runway. Since this is an infant runway, the surface is moderately rough in places. Recommend only experienced backcountry pilots with capable airplanes use at this time. No small wheel airplanes.

OWNER: US Forest Service (800) 538-1644

PRIOR PERMISSION REQUIRED: Yes

ENROUTE:

-CAUTION: The airport is surrounded by high terrain, in all directions where 9,500 foot elevations are prevalent.

COMMUNICATION:

-Rainy Mesa CTAF: 122.9- Announce position and intentions well prior to entering the pattern.

APPROACHES

-PLEASE- Be mindful of hunting seasons August-January, and do not circle excessively.

-CAUTION -Visual approaches only. VFR traffic pattern is 8400' msl with left traffic. Extend downwind for runway 30 to at least ¾ mile to avoid close in terrain.

-CAUTION - There is a wind sock pole approximately 500' from the approach end of runway 30, on the north side of the runway, but the sock may be missing or torn.

-CAUTION -Runway is lined with boulders and a 2' berm on the north side. Also has rocks and stumps on the south side.

-CAUTION -Runway 12/30 is 5303 feet long and 40 feet wide. Runway 12 is slightly uphill.

-CAUTION: ARTCC/AFSS frequencies will not work below approximately 10,000 msl due to terrain. If using Flight Following, be sure to alert center that you are headed to Rainy Mesa as they will lose you once you descend for landing.

-CAUTION: Cattle, deer, and elk are common on and in vicinity of airstrip and may damage the runway between maintenance operations or present hindrances to landing and takeoff operations. A low pass to inspect the runway before landing may be appropriate.

-CAUTION: Wheel pants not recommended.

-CAUTION: The airstrip is often unusable during winter months due to snow and moisture, and any time of the year after heavy rains.

GROUND OPERATIONS:

-CAUTION -Do not taxi off of the runway. The entire area around the runway is filled with rocks which can be hidden from sight due to high brush. Walk all areas before pushing the plane off runway. A recommended parking area is across the runway from the windsock.

-CAUTION:-Arriving aircraft should vacate the runway as soon as practical if there is other landing traffic.

-CAUTION -All aircraft will need to supply their own chocks, stakes, and tie-downs.

FUEL:

-Fuel is not available.

CELL SERVICE:

-Very intermittent with at least Verizon when between the windsock and approach end of runway 30.

TRANSPORTATION:

-None

DEPARTURE:

-All pilots should announce intentions on 122.9 prior to leaving the tie-down area.

-Runway 30 is the preferred departure runway if winds allow as it is closest to the recommended tie-down area and is slightly downhill.

-CAUTION -The airport is surrounded by high terrain.

-CAUTION -Intersection departures are not recommended.

-CAUTION: Density altitude is usually a factor and can easily exceed 10,000'. Aircraft performance should be calculated for ambient conditions before departure.