



3rd ANNUAL SPRING FLY-IN MAY 17-19, 2013 TIMBERON, NM (52NM)

GENERAL DESCRIPTION – The New Mexico Pilot’s Association (NMPA), in conjunction with the Timberon Development Council (TDC), is sponsoring a fly-in. Come visit the beautiful and secluded community of Timberon, NM, nestled in the Sacramento Mountains of southern New Mexico at an elevation of 6,954 feet. Alternate weather date will be May 24-26, 2013. There will be camping on the field underneath tall pines and adjacent to the Sacramento River. Bring tie-downs for your airplane! We’ll have toilets there, but no showers are available. For those who prefer rooms/cabins, there are two overnight rental options in Timberon (go to www.timberon.org and click on Yellow Pages for details). Also, rooms are available at the nearby Circle Cross Ranch (call 575-987-2653 for details). Make reservations early.

Timberon airstrip is 5,000 feet long, oriented 13/31, and the surface is chip-sealed. It slopes downward approximately 2% from the northerly end to the southerly end, so take-offs are normally made on 13 and landings on 31. Arrivals can begin Friday morning. All are welcome to drive instead of flying should you prefer.

We will provide a group dinner Saturday night, and a group breakfast Sunday morning. No one will go hungry! Both group meals will be served at the Red Barn, immediately adjacent to the camping area. We’ll try to have a campfire (weather permitting) for the Saturday night dinner. Coffee will be ready at the campsite at 6:30 AM both Saturday and Sunday mornings. Other meals are on your own.

There is a restaurant/package store in Timberon, located at the golf course, that is open for lunch and dinner. Volunteers from the local Timberon Development Council (TDC) will be available to drive people to and from the restaurant and other activities.

There are lots of family-oriented activities located right in Timberon, including fishing, golf, and hiking. Fees for these activities are the responsibility of those who partake. Also, tours are available on Saturday afternoon to tour the nearby Circle Cross Ranch, listed on the National Register of Historic Places (go to www.nationalregisterofhistoricplaces.com for more detailed information). Kids are welcome!

PRICE – Charges will be \$30.00 per person to cover the meals if you are an NMPA member and \$55.00 if you are not a member (the \$25.00 difference will be to cover your NMPA membership). Children and spouses are not required to pay the additional \$25.00 fee.

REQUIREMENTS – The Timberon airstrip is owned by Otero County. Two waiver forms (attached to this announcement) are required if you are flying or driving in. We will need your registration form, fees and signed waivers at least one week in advance of the event (Friday, 5/12/2013). Please let us know if you are coming as soon as possible so we can properly plan for the food, etc.

WARNINGS – Timberon airstrip is at 6,954 feet elevation, with higher hills surrounding it. Dress and plan accordingly. Both winds and density altitude must be considered when flying there. Flying either in the morning or late evening is strongly recommended. Monitor and make calls on 122.9. **See additional Safety Briefing provided.**

Also, there are numerous Military Operations Areas (MOA's) and Restricted Areas in the immediate vicinity, so it is advised to have a GPS in your aircraft that displays MOA and Restricted Area boundaries as well as charts available to determine your exact position.

There are no lights on the field, and no services of any kind. The FBO at the nearby Alamogordo airport (KALM), Exile Aviation, has graciously offered a 25-cent per gallon discount for avgas for fly-in participants May 17-19 (or alternate dates due to weather). Just mention that you are attending the Timberon Fly-In.

QUESTIONS – Any questions about this event can be sent to the event coordinator Bill Brown – cassinatea@gmail.com or 575-430-4530 (cell)

REGISTRATION FORM - Return this portion, along with the 2 signed liability waivers (attached) and your check, payable to Timberon Development Council, by May 10, 2013 to: Bill Brown, P.O. Box 21, Timberon, NM 88350-0021

NAME(S): _____

ADDRESS: _____

PHONE: _____

AIRCRAFT TYPE: _____ N - _____

EMERGENCY CONTACT AND PHONE:

Number of NMPA Members* _____ x \$30 each = \$ _____

Number of Non NMPA Members _____ x \$55 each = \$ _____

TOTAL ENCLOSED: \$ _____

*NMPA membership is for an individual, family, or business (\$25). Application available at www.nmpilots.org

New Mexico Pilots Association
Covenant Not to Sue, Liability Release, and Assumption of Risk Agreement

Participant's Name:

Pilot Certificate #:

I, _____, hereby affirm that I am aware that flying and activities associated with flying have inherent and unforeseeable risks which may result in serious injury or death. I understand that NMPA is a nonprofit organization, consisting of volunteers, supporting public service and educational events. I further understand and agree that neither the New Mexico Pilot's Association (NMPA), participating members and flight instructors, nor any of their respective officers, agents, contractors, or assigns, (hereafter referred to as "Released Parties") may be held liable or responsible in any way for any death or injury to my person, or for any loss for damage to my property, or other damages to me, my family, estate, heirs or assigns that may occur as a result of my participation in flying aircraft, flying in aircraft, flight instruction, aircraft operations, ramp operations, back country airstrip operations, or any associated activities involved with any NMPA sponsored event (hereafter referred to as "Flight Activities"), or as a result of the negligence of any party, including the Released Parties, whether passive or active. I further agree not to sue on any such cause or claim.

In consideration of being allowed to participate in NMPA sponsored Flight Activities now and in the future, I hereby personally assume all risks of Flight Activities, whether foreseen or unforeseen, that may befall me while I am participating in these activities. I further release, exempt, indemnify, and hold harmless the Released Parties from any and all liability, including, but not limited to, any claim or lawsuit by me, my family, estate, heirs, or assigns, arising out of my participation in Flight Activities including both claims arising during any course of training or skills evaluation. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by New Mexico law.

I also understand that Flight Activities are physically demanding and that I must seek the ongoing care of a licensed and authorized Aviation Medical Examiner and that I will not hold Released Parties responsible for events resulting from my physical condition, limitations, or incapacitation.

I further state that I am of lawful age and legally competent to sign this liability release or that I have acquired the written consent of my parent or guardian.

I understand the terms herein are contractual and not merely recital and that I have signed this document of my own free act and with the knowledge that I hereby waive my legal rights. I further agree if any provision of this Agreement is found to be unenforceable or invalid, that provision may be severed from this agreement; however the remainder of this agreement shall then be construed as though the unenforceable provision had never been contained therein.

I, _____ BY THIS INSTRUMENT AGREE TO INDEMNIFY, EXEMPT AND RELEASE THE NEW MEXICO PILOT'S ASSOCIATION, PARTICIPATING FLIGHT INSTRUCTORS, EVENT SPONSORS, AND ALL RELATED ENTITIES AS DEFINED ABOVE FROM ANY AND ALL LIABILITY OR RESPONSIBILITY WHATSOEVER FOR PERSONAL INJURY, PROPERTY DAMAGE OR WRONGFUL DEATH HOWEVER CAUSED, INCLUDING, BUT NOT LIMITED TO, THE NEGLIGENCE OF THE RELEASED PARTIES, WHETHER PASSIVE OR ACTIVE.

I HAVE FULLY INFORMED MYSELF OF THE CONTENTS OF THIS LIABILITY RELEASE AND ASSUMPTION OF RISK AGREEMENT BY READING IT BEFORE I SIGNED IT ON BEHALF OF MYSELF AND MY HEIRS.

Participant's Signature	Date
Parent or Guardian's Signature (If Applicable)	Date
Witness Name and Signature	Date

LIABILITY RELEASE

KNOW ALL MEN BY THESE PRESENTS:

WHEREBY I, _____, having been graciously granted permission to use, operate aircraft and/or other conveyances or support equipment, motorized or not, on the herein named property, and whereas I am doing so entirely upon my own initiative, risk and responsibility; now, therefore, in consideration of the permission extended to me by the owners, their agents, members, officers or employees for such use, acting officially or otherwise, I do hereby for myself, my heirs, executors and administrators release said persons, from any and all claims, demands, actions or causes of action, on account of my death or on account of any injury to me or my property which may occur as a result of my use of said property, or the negligence of said persons, during said use, including flight or flights or continuances thereof, as well as all ground and flight operations incident thereto.

NAMED PROPERTY:

Red Barn property, 1841 Sacramento Drive, Timberon, NM, USA, owned or under the control of:

Putney Family Trust and Jacqueline M. Fioretti Living Trust

(BY OWNERS, OPERATOR, THEIR AGENT, MEMBER, OFFICER OR EMPLOYEE)

(SIGNATURE AND DATE)

Printed Name: _____

Address: _____

City, St, ZIP: _____

Phone: _____

Email: _____



Safety Briefing

Timberon (52NM)

NMPA 3rd Annual Spring Fly-in, May 17-19, 2013

The New Mexico Pilots Association (NMPA), in conjunction with the Timberon Development Council (TDC), is sponsoring a spring fly-in in Otero County, New Mexico at the Timberon airfield. Specific information about the fly-in can be found on the NMPA website (www.nmpilots.org). This Safety Briefing is to provide information to pilots to use in their pre-flight planning.

Pilots are solely responsible for flying into Timberon and for proper and adequate planning.

Please observe the following general precautions:

- Pilots must take into account their own piloting skills and local area knowledge as well as the capabilities of their aircraft.
- Timberon Airfield is located at an elevation of approximately 6,954 feet MSL with higher hills surrounding it. Density altitude is definitely a factor and each individual pilot should be well aware of their aircraft's capabilities at these altitudes.
- The runway at Timberon is oriented 31/13, with a 2% downward slope from the northern end to the southern end. Normally, landings are made on runway 31 and takeoffs are made on runway 13, with left-hand traffic for both.
- The runway surface at Timberon airfield is considered "chip and seal." Some loose gravel may be encountered during aircraft operations on the ground. Taxiing is recommended only on the runway. A tow bar is recommended for positioning aircraft off the runway. Pilots-in-command are solely liable for the operations of their aircraft at all times, both in the air and on the ground.
- All pilots should monitor and broadcast their intentions on CTAF 122.9 when arriving or departing from Timberon.
- There are three (3) windsocks located on the field, one at each end and one in the middle.
- The weather in mid-May can bring gusty winds and poor visibility due to blowing dust. Care should be taken to get accurate weather briefings so as to be informed about conditions that may be encountered. Plan on arriving and departing either early morning or late afternoon, as winds are usually lighter and temperatures are cooler. Monitor AWOS (127.82) for current Alamogordo (KALM) weather, understanding that it may be different in Timberon.
- Wildlife, particularly deer, may be encountered on the Timberon runway, especially early morning and late afternoon.
- No aircraft fuel or services are available at Timberon. The nearest aircraft fuel and/or services are located at the Alamogordo airport (KALM), located approximately 20 miles northwest of Timberon.
- Several Restricted Areas and Military Operations Areas (MOA) are located in the immediate vicinity of the Timberon airfield. Pilots should consult the Albuquerque sectional map, review published NOTAMS, and or contact Flight Service for altitudes, operating hours, and status of all Restricted Areas and MOA.

- Suggested arrivals to Timberon:

From the north, pilots should plan on first flying to the vicinity of the Alamogordo airport (KALM), avoiding the White Sands Missile Range, then turn southeast toward Timberon. This should keep pilots from encroaching into Restricted Area 5103-C, which is located immediately south of the Timberon Airstrip and is active almost all the time. Although the Timberon Airport is actually located within the Restricted Area, the floor of the Restricted Area begins at 1,500 AGL in the immediate vicinity of the airport. Be sure to be at an elevation of at least 9,000 MSL when turning southeast toward Timberon, as this will keep you safely above the mountains that lie between Alamogordo and Timberon.

From the south and/or west, pilots should plan on flying the VFR corridor from the El Paso area north to Alamogordo (KALM). This corridor is located directly over Highway 54 that connects El Paso and Alamogordo. Following this corridor will keep pilots between the White Sands Missile Range and Restricted Area 5103-C. The corridor is clearly depicted on the Albuquerque Sectional chart. Again, when you get to the vicinity of KALM, turn southeast towards Timberon at an altitude of at least 9,000 MSL.

From the east, pilots should plan on first flying to the Pinion VOR, then turning northwest towards Timberon, again at an altitude of at least 9,000 MSL to keep you well above surrounding terrain.

- A GPS navigation system, with moving map display, is strongly recommended for all pilots, especially for those unfamiliar with the local area. The moving map display should provide MOA and Restricted Area boundaries.

Arriving pilots, upon completing their landing rollout, are requested to:

- (1) announce their taxi intentions on the CTAF (122.9), then
- (2) taxi to the intended exit point from the runway. Aircraft parking will be at the “Red Barn,” located at the southwest end of the field. There is plenty of mostly level ground there, with no large rocks or other hazards
- (3) Stop the aircraft
- (4) shut down the engine and turn off the mags
- (5) exit the aircraft to inspect the ground path at the anticipated parking area
- (6) position the aircraft off the runway. We will have other pilots there to assist in positioning aircraft
- (7) announce on CTAF that your aircraft has cleared the runway

Arriving aircraft in the pattern must be on the lookout for aircraft stopped on the runway that are preparing to move off-runway – be prepared to adjust your landing pattern and/or go around to avoid collisions with aircraft stopped on the runway. Pilots participating in group arrivals must allow sufficient spacing of arriving aircraft to permit earlier arrivals to clear the runways.

- There are no tie-downs available at Timberon– pilots are encouraged to bring their own aircraft tie-downs. Pilots-in-command are solely responsible for tying down and securing their own aircraft.

- Weather conditions can become very inclement. Proper attire (layered clothing) and camping gear (for those who intend to camp) should be arranged.