

Me-Own (1NM0) Airstrip Briefing

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



GENERAL:

Me-Own is a US Forest Service dirt airstrip located in the Gila National Forest, 35 nm north of Silver City, New Mexico. Field elevation is 7,554' and density altitude is usually much higher. The airstrip is generally in good condition, but can vary, especially in times where there has been a lot of moisture. There may be tall grass along the edges. The airstrip may be closed for firefighting operations during spring and summer months.

OWNER: US Forest Service, (800) 538-1644

PRIOR PERMISSION REQUIRED: Yes, pilots are required to contact the Forest Service before landing.

SPECIAL INSTRUCTIONS: Contact with USFS in advance is required.

The airstrip may be closed for firefighting operations during spring and summer months.

ENROUTE:

-The airport is shown on the Albuquerque Sectional Chart

-CAUTION: The airport is surrounded by high terrain, especially to the east where 10,000 foot elevations are prevalent.

-CAUTION: The airstrip is a few miles east of the Reserve MOA and in close proximity to numerous other MOAs; high speed military aircraft operations as low as 500'agl are common.

COMMUNICATION:

- Albuquerque Center: 128.2 (not reachable from low altitude)
- Albuquerque Radio: 122.2 (not reachable from low altitude)
- Me-Own CTAF: 122.9- Announce position and intentions well prior to entering the pattern.
- US Forest Service aircraft: 120.7 (suggest aircraft monitor this frequency when operating in the Gila National Forest for Forest Service operations)
- Spotty cell service with Verizon in front of the wind sock

APPROACHES

- PLEASE**- Be mindful of hunting seasons August-January, and do not circle excessively.
- CAUTION** -Visual approaches only. VFR traffic pattern is 8,500' msl with left traffic for Rwy 32 and **right traffic** for Rwy 14 to avoid low flight over the Leopold Wilderness.
- CAUTION**- There is a wind sock pole on the east side of the runway, but the sock may be missing or torn.
- CAUTION** -Runways are partially lined with boulders and some trees.
- CAUTION** -Runway 14/32 is 3,700 feet long and 50 feet wide. When landing both runways, there are canyons on both ends of the runways and parallel to the east. It is not uncommon to get swirling winds coming off those canyons which can make for difficult landing and takeoff conditions. The runway has a slight peak in the middle, so both runways are uphill initially until the peak has been reached and then downhill. The peak is approximately ½ way from each end.
- 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 Me-Own 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 into a tie-down spot without first inspecting it. The entire area around the runways is filled with rocks which can be hidden from sight due to high grass. Walk all areas before taxiing the plane off runway.
- 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.
- AMENITIES**- There is a vault toilet east of the windsock among the administrative buildings.

FUEL:

- Fuel is not available; nearest fuel locations are Truth or Consequences (KTCS) - 38 nm to the east, Silver City (KSVC) - 35 nm to the south , or Socorro (KONM) - 74 nm to the northeast.

DEPARTURE:

- All pilots should announce intentions on 122.9 prior to leaving the tie-down area (which is normally on the south end of the field).
- Runway 32 is the preferred departure runway if winds allow as it is closest to the normal tie-down area.

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-CAUTION -The airport is surrounded by high terrain, but especially to the east.

-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.