

Moriarty. 6204	FAA Identifier: OE0 Elevation: 6204 ft CTAF/UNICOM: 122.9 WX AWOS-3: 118.05 (505-832-9379) Runways: 08/26 - 7702 x 75 ft asphalt 17/35 - 6201 x 75 ft asphalt
Alamosa. 7540	FAA Identifier: ALS Elevation: 7540 ft CTAF/UNICOM: 122.8 WX ASOS: 135.175 (719-589-5669) Runways: 02/20 - 8521 x 100 ft
Algodones Pwr Station. 5120	
Angel Fire. 8380	FAA Identifier: AXX Elevation: 8380 ft CTAF/UNICOM: 122.8 WX AWOS-3: 118.025 (575-377-0526) Runways: 17/35 - 8900 x 100 ft asphalt
Antonito. 7902	Many irrigated fields in the area for possible outlanding. Watch for moving irrigation equipment in the fields.
Belen. 5200	FAA Identifier: BRG Elevation: 5200 ft CTAF/UNICOM: 122.8 WX AWOS-3PT: 118.55 (505-864-4375) ALBUQUERQUE APPROACH: 123.9 ALBUQUERQUE DEPARTURE: 123.9 Runways: 03/21 - 6601 x 60 ft - asphalt 13/31 - 5280 x 75 ft - asphalt

Bell Ranch. 4725	<p>FAA Identifier: NM32 Elevation: 4724 Private Airport 18/36 - 5700' x 75' asphalt</p>
Cabazon Peak. 7786	<p>Largest of several volcanic necks that rise above the valley floor in this area. The included image shows Cabazon Peak as well as the other surrounding smaller peaks as well.</p>
Carrizozo. 5373	<p>FAA Identifier: F37 Elevation: 5373 ft CTAF/UNICOM: 122.8 06/24 - 4944 x 75 ft asphalt 15/33 - 2500 x 90 ft dirt</p>
Cedarvale. 6395	<p>Roads may look good from the air but most have a fence running next to them.</p>
Chama. 8000	<p>Image shows approaching from the southwest.</p> <p>Chama Land and Cattle Airport http://www.lodgeatchama.com Elevation: 8000ft Runways: 40/22 - 5200 X 80ft - grass/dirt</p>
Chilili. 6852	
Claunch. 6175	<p>3R&HL 2/26/09 Several fields on north side of town and east and west of NM 55 appear landable (there are fences and no immediately obvious access to fields).</p>
Cochiti Dam. 5208	<p>This turnpoint is located on the Cochiti Pueblo. There are numerous cultivated fields below (southwest of) the dam that could possibly be used for outlanding. The Cochiti Pueblo is a generally friendly to visitors. However, please be friendly and provide appropriate respect for the people and their land/property.</p>
Conchas Lake. 4232	<p>GATE LOCK COMBINATION IS SET TO FIELD ELEVATION (4230). FAA Identifier: E89 Elevation: 4232 ft CTAF: 122.9 Runways:</p>

	09/27 - 4800 x 60 ft asphalt
Corona. 6697	Not alot of good landing locations where turnpoint is. There is a bit more open area south of town.
Crest. 10058	Sandia Crest
Cuba. 6800	Appears there could be several cultivated fields that might be used for outlanding if needed.
Dilia. 5200	Several cultivated fields in the area for possible outlanding. Watch for moving irrigation equipment.
Double Eagle II. 5837	<p>FAA Identifier: AEG Elevation: 5837 ft CTAF: 120.15 ATIS: 119.025 WX AWOS-3PT: 505-842-2009 DOUBLE EAGLE II GROUND: 121.625 [0600-2200] DOUBLE EAGLE II TOWER: 120.15 [0600-2200] ALBUQUERQUE APPROACH: 127.4 ALBUQUERQUE DEPARTURE: 127.4</p> <p>Runways: 04/22 - 7398 x 100 ft asphalt 17/35 - 5983 x 100 ft asphalt</p>
Double V Ranch. 4114	<p>Looks pretty overgrown in imagery. Probably not usable. Perhaps better options nearer the large house. Elevation: 4114 Runway: 16/34 - 3500 ft x 50 ft - turf/grass</p>
Dulce. 6800	Extinct airstrip. However there appear to be some cultivated around the town that may support an outlanding if you can't make it over to Chama.
El Vado Strip. 7200	This airport was stumbled across on Google maps. Its condition is unverified!
Encino. 6139	
Espanola. 5790	<p>FAA Identifier: E14 Gate code: 4751 Elevation: 5790 ft CTAF: 122.9 Runways:</p>

	16/34 - 5007 x 75 ft asphalt
Estancia. 6100	<p>FAA Identifier: E92 Elevation: 6100 Public airport. CTAF 122.90. 08/26 dirt and gravel strip. Recently graded and in good condition. Side and end reflectors have been removed. Picture 3/3 is from June 2022. Be advised there can be cows on the strip.</p> <p>3R&HL 2/26/09 Wire tiedowns available just south of west end of runway. OK for 15 meter, but 18 meter and Grob require great care to stay in center.</p> <p>If you land there go wait at the Windmill restaurant for your retrieve. Just start following the dirt road west to Hwy 41 and you will find it on Hwy41.</p>
Fenton Lake. 7687	The lake should be easily visible from the air when in the area. There are few possible areas/open fields which might be possible for outlanding. However, care should be taken in selecting a landing location from the air. Note the power lines running across the northwest end of the lake.
Fort Garland. 7926	
Fort Sumner. 4165	<p>Gate code: 2019 FAA Identifier: FSU Elevation: 4165 ft CTAF/UNICOM: 122.8 Runways: 03/21 - 5800 x 75 ft asphalt 08/26 - 5250 x 60 ft</p>
G Bar F Ranch. 6505	10/28, 35' wide, turf in poor condition, rocky and rough.
Ghost Ranch. 6440	<p>Below is the "official" info about the airfield. However, it appears there isn't much left. It may still be landable though. The original runway is outlined in the image to make it easier to see.</p> <p>Elevation: 6440 Runways: 14/32 - 5200 X 75 ft - dirt/grass</p>
Glorieta. 7400	

Goat Mountain Strip. 6640	Private Has not been checked recently Appears to be maintained Runway: 08/26 - 4200ft X 60ft - dirt/grass
Grants Milan. 6537	FAA Identifier: GNT Elevation: 6537 ft CTAF/UNICOM: 122.8 WX AWOS-3PT: 118.3 (505-287-9890) 13/31 - 7172 x 75 ft - asphalt
I40+Hwy84. 5266	
Lamy RR. 7166	The train station in the town of Lamy
Las Vegas. 6877	FAA Identifier: LVS Elevation: 6877 CTAF/UNICOM: 122.8 WX ASOS: 118.525 (505-454-4645) Runways: 14/32 - 8199 x 75 ft - asphalt 02/20 - 5006 x 75 ft - asphalt Gate code: #6877
Leyba. 6400	UX 4/26/08: I don't know how in the world Jimmy Wier found a place to safely put down near Leyba a few years ago. The picture attached here is of the only field I saw as I drove from WhiteLakes all the way to the Palma exit on I40. This is definitely TIGER COUNTRY!! Apparently this is the exact field that BOTH RX and EX landed in on Sept 11, 2005.
Lincoln Station. 6654	The strip is getting overgrown. The west end, where it parallels the road, is best and least overgrown. It is uphill from the east and flat at the west end. Land close to the top of the rise.
Lindrith. 7202	Overflew Sept 2021, looks okay. See picture. FAA Identifier: E32 Elevation: 7202 ft CTAF: 122.9 Runways: 07/25 - 3300 x 75 ft - dirt
Lucy Road. 6312	Just west of the Lucy Ranch strip is a wide gravel road with the electric power poles set way off the road. It is flat with no

	berms. Landing west of this gate would be possible. Watch out for the high post next to the gate. There is about a 1/2 mile stretch before berms start (about the second power pole in the picture).
Magdalena. 6730	FAA Identifier: N29 Elevation: 6730 ft CTAF: 122.9 02/20 - 5762 x 50 ft - gravel/dirt FC TREATED WITH FLYASH; FIRM BUT DUSTY WITH VERY FEW LARGE ROCKS
Manzano. 6801	
Manzano Peak. 10120	
Mora. 7192	Many cultivated fields in the area for possible outlanding. Watch for movable irrigation equipment.
Mosca Peak. 9500	
Mountainair. 6492	FAA Identifier: M10 Elevation: 6492 Public airport. CTAF: 122.90 Runway: 26/8 dirt and gravel strip. UM, May 2022. Nicely graded, but markers were added along the sides, 63' apart. See picture 5. Still good to land if you keep the wings level until the glider is stopped. UM, June 2021: Landed in a power plane, condition of the runway is still good. 15m glider landed here in 2017, no problem. The berms on each side have been graded. Enough width for 18m and 21m. There is an entrance gate; code is 1229, comm frequency. Pictures 3 & 4 from June 2021.
Ortiz Mine. 7000	
Palma - 140. 6320	
Park Springs. 5115	Overflew August 2021, see pictures. Looking overgrown. Needs to be viewed on the ground. The place sold; nothing known about new owner. Good fields 7 nm SW near Turnpoint Dilia, see pic 3.
Penasco. 7700	
Questa. 7690	FAA Identifier: N24 Elevation: 7690 Gate code: 7670 CTAF: 122.9

	<p>AWOS: 118.2 (575-586-2019) Runway: 17/35 - asphalt Dimensions: 6861 x 75 ft.</p>
Raton. 6352	<p>Identifier: RTN Elevation: 6352 Unicom/CTAF: 122.80 ASOS: 118.375 (575-445-7624) Runways: 02/20 - 6215ft X 75ft - asphalt 07/25 - 4425ft x 75ft - asphalt FBO Manager lives on airport</p>
Roswell. 3671	<p>To enter gate after hours, call 575-626-1827. FAA Identifier: ROW Elevation: 3671 ft CTAF: 118.5 UNICOM: 122.95 ATIS: 128.45 306.2 WX ASOS: 128.45 (575-347-0040) Runways: 03/21 - 13001 x 150 ft concrete 17-35 - 9999 x 100 ft asphalt</p>
San Louis. 8000	<p>Town is easily visible from the air. Many cultivated fields in the area for possible outlanding. Watch for moving irrigation equipment.</p>
San Mateo. 7080	<p>There appear to be several cultivated fields around this turnpoint. The best landing choice would be Grants-Milan Airport (approx. 13 miles). Note this is Native American land so please be friendly & provide appropriate respect to the local residents.</p>
San Miguel. 6300	<p>FAA Identifier: NM53 Private Elevation: 6300 ft Runways: 04/22. 5600 ft by 100 ft wide, asphalt. Owner: SAN MIGUEL RANCH</p>

	<p>PO BOX 2534 LAS VEGAS, NM 87701 Phone 505-641-5340 Manager: JANE MCNAIRN 7051 HOLLYWOOD BLVD LOS ANGELES, CA 90028 Phone 323-661-3524</p>
San Ysidro. 5475	<p>Intersection of NM 550 & NM 4. There are a few cultivated fields in this area that might be used for outlanding if required. Look carefully for power lines and moving irrigation equipment.</p>
Sandia East. 6565	<p>Identifier: 1N1 Elevation: 6565 CTAF: 122.80 Runway 09/27, Only 30' wide. Active paved runway with gas service (expect other traffic). Land uphill to the west unless wind is very strong from east. Be careful of runway lights, only 60 feet apart. Keep off of center line if crosswind.</p>
Santa Fe Airport. 6349	<p>FAA Identifier: SAF Elevation: 6349 ft CTAF: 119.5 UNICOM: 122.95 ATIS: 128.55 WX ASOS: 505-474-3117 SANTA FE GROUND: 121.7 [0700-2100] SANTA FE TOWER: 119.5 239.3 [0700-2100] Runways: 02/20 - 8366 x 150 ft - asphalt 15/33 - 6316 x 100 ft - asphalt 10/28 - 6301 x 75 ft - asphalt</p>
Santa Fe Ski Lodge. 10400	
Santa Rosa. 4791	<p>FAA Identifier: SXU Gate access code: 9942. Elevation: 4791 ft</p>

	<p>CTAF/UNICOM: 122.8 WX AWOS-3: 118.1 (575-472-9943) Runways: 01/19 - 5013 x 75 ft asphalt 08/26 - 4294 x 60 ft asphalt</p>
Sierra Blanca Peak. 12001	Image shows the peak from the final to runway 24 at Ruidoso Airport
Socorro. 4875	<p>Identifier: ONM Elevation: 4875 ft UNICOM/CTAF: 122.8 AWOS: 118.325 (575-838-3993) Gate code: 4850 Runways: 06/24 - 4590ft x 60ft, Paved 15/33 - 5841ft x 75ft, Paved</p>
Springer. 5894	<p>RY ARPT ROAD GATES LOCKED; FOR ENTRY & EXIT CALL 575-483-2321 EXTENSION 217 BEFORE ARRIVAL. FAA Identifier: S42 Elevation: 5894 ft CTAF: 122.9 ASOS (RTN) - 118.375 Runways: 01/19 - 5003 x 60 ft - asphalt</p>
SR55 Cnr. 5720	
Taos. 7095	<p>FAA Identifier: SKX Elevation: 7095 ft CTAF/UNICOM: 122.8 WX AWOS-3PT: 132.975 (575-758-5663) Runways: 13/31 - 8600 x 100 ft. concrete 04/22 - 5504 x 75 ft. asphalt</p>
Taylor Peak. 11334	

Tercio Ranch. 7957	<p>Identifier: 3CO4 Elevation: 7957 ft Runway 13/31 Dimensions: 3700 x 75 ft. / 1128 x 23 m Surface: turf, in good condition Runway edge lights: medium intensity Traffic pattern: 13 - right & 31 - left Obstructions: 58 ft. trees, 1200 ft. from runway</p>
Transwestern N6. 5960	There is an older dirt runway at this turnpoint however it has not been inspected recently. Care should be taken to properly inspect the runway from the air if landing is required.
Transwestern N7. 6900	<p>ABSOLUTELY UNLANDABLE! Old paved strip. Bushes along side of runway will wreck a 15m glider. UX 4/4/04</p> <p>Transwestern 7 is no longer landable. Chris Wilson & I did a recon mission Saturday. The runway is full of pretty good size saplings. B.Carlton 3/10/08</p>
Transwestern N8. 5800	The old runway has trees in the asphalt on the east end. There are many weeds in the runway, some cactus will stop or ground loop a glider. Not recommended. Updated 6/2020
Tres Piedras. 8130	Generally rocky area with a few cultivated fields around the turnpoint especially along 285 to the north of town.
Truchas Peak. 13041	
Truth or Consequences. 4862	<p>FAA Identifier: TCS Elevation: 4862 ft CTAF/UNICOM: 122.8 WX ASOS: 120.675 (575-894-2909)</p> <p>9/2020. This airport has a very long paved runway, 13/31, 7200' x 75' asphalt 11/29, 7000' x 190' gravel</p> <p>It also has several very good quality shorter gravel runways as well: 01/19, 3300' x 130' gravel 15/33, 3000' x 140' gravel 07/25, 2900' x 130' gravel</p> <p>It is wide enough for large wingspan sailplanes including JS-x and Stemme. The people seemed welcoming and pleasant.</p>

UFO. 5571	<p>Real name is "High Desert". We call it "UFO".</p> <p>Elevation: 5571 ft</p> <p>New ranch airstrip in our database for 2011. Does appear on sectional as a private strip. Runway surface is extremely nice for a gravel runway. If you have to land here, you will not harm your glider. It's a very nice runway. 3/26/11</p>
Unmarked. 4815	<p>All values measured by google earth</p> <p>Has not been reviewed recently</p> <p>Is on sectional</p> <p>Elevation: 4815 ft</p> <p>Runway:</p> <p>06/24 - 5000 ft x 50 ft - dirt/gravel</p> <p>Levy, 5/22/04</p> <p>This private strip is about 20nm east of Santa Rosa. It is on the sectional as a private unverified airport. It looks great from this altitude (13,500 MSL), though I thought I saw some plants growing along the edges and I have not made a low pass over it. This strip is not in the electronic turnpoint database as of April 2004.</p>
Villanueva. 5800	<p>A few cultivated fields in the area for possible outlanding. Be careful of hills north and south of the valley which may limit the field options for landing.</p>
VLA. 6958	<p>NRAO Very Large Array - The attached photo provides a decent view of what you will see from the air. The antennas/dishes can be moved into many configurations depending on what is being studied/viewed. So they may not be in the star pattern shown. There is not runway/airport in this area the various access roads around the array facility combined with careful inspection from the air, should provide adequate outlanding options if needed.</p>
Wagon Mound. 6210	<p>A few cultivate fields for possible outlanding. Would AVOID the Salt Lake to the north. Will likely NOT be dry.</p>
Wagonwheel. 6600	
Watrous. 6400	<p>Several cultivated fields in the area to support outlanding if necessary. Watch for moving irrigation equipment in many of the fields.</p>
Wheeler Peak. 13163	
Willard. 6100	
Zorro Ranch. 6749	<p>Very safe landing strip. Oriented NW/SE. Several gliders landed here in 2020 with no issues. The gate from Hwy 41 is locked, but Bob Hudson has the phone number to contact the grounds people working there.</p>
Finish A. 6204	Finish A
Finish B. 6204	Finish B
Start A. 6204	Start A
Start B. 6204	Start B

Abo. 6350	<p>Walked 6/2017; very rough but better than the trees around it. There is an E/W strip on the south end. Poor access. Picture circa 2011. Renamed on 4/29/08 to Abo.</p> <p>Private. Named here after nearest town (real name not known). Dirt x-strips west of Mountainair. Good condition as of 3/21/04</p>
Akin+Akin. 4858	Two turf strips in very poor condition. Has not been reviewed by glider pilot.
Animas. 6684	<p>Identifier: 00C Private Airport Elevation: 6684 ft CTAF/UNICOM: 122.8 Runway: 01/19 5010 x 50 ft asphalt Report as of 3/11/05 by Mike Abernathy. Pics from 3/11/05</p> <p>...If you decide to land here, put it right on the centerline and keep it there. The RW is 50 ft wide, paved with noticeable slope. There are some low berms along the side but there are also runway lights separated by approximately 22 paces. Does not look too appealing for an open-class ship, but others might consider it especially the north end of the runway.</p>
Aztec. 5882	<p>FAA Identifier: N19 GATE ACCESS CODE IS 1987# Elevation: 5882 ft CTAF: 122.9 WX ASOS (FMN) (11 nm SW): 127.15 (505-325-9268) Runways: 08/26 - 4314 x 60 ft asphalt</p>
Biplane Ranch. 6500	E/W strip. Steep downhill to west with fence on top of the hill. Some trees and bushes on the north side, land a bit off center to south side. That image shows the location of the runway approaching from the west.
Blanca. 7720	<p>Identifier: 05V Elevation: 7720 ft CTAF: 122.90 Runway: 03/21 - 6160 x 52 ft dirt Manager: MYRRL SMITH</p>

	<p>Phone 719-379-3603</p> <p>Pictures from 2006</p> <p>Notes from AirNav.com 9/20: 6160 x 52 ft. dirt in good condition. Soft when wet.</p> <p>Landed and towed out of during June 2006 by M.Hudson. Strip in perfectly fine condition for gliders.</p>	<p>Appears to be in great shape from the air as of 6/5/04</p>
Blanca Peak. 14345		
Block Ranch. 5966	Private. Looks like a pretty good 8/26 gravel strip, 50' wide. Lights on south side of strip only. Reported 2011.	
Buena Vista. 7950	<p>FAA Identifier: AEJ</p> <p>Elevation: 7950.4 ft</p> <p>CTAF/UNICOM: 122.8</p> <p>WX AWOS-3: 132.925 (719-395-2599)</p> <p>Runways:</p> <p>15/33 - 8303 x 75 ft asphalt</p>	
Burris Ranch. 5218	<p>Identifier-55NM</p> <p>Private</p> <p>Elevation: 5218ft</p> <p>UNICOM: 122.95</p> <p>RWY: 01/19 4800ft X 50ft dirt</p> <p>RWY: 08/26 4200ft X 40ft dirt</p> <p>Has not been inspected recently.</p> <p>Likely rough and look for possible fence close to part of N/S runway.</p>	
Cedar Grove Loop. 6732	<p>Dec 2020, 9F, pictures of south end (and NW strip, very faint) and north end and overall view from north looking south. From google earth measurements, on the N-S runway, there are about 75 feet between the closest spaced trees/bushes, and the strip measures about 1300 feet. The E-W runway measures about 750 feet x 65 feet between trees.</p> <p>Flew over it 11/2020. Looks clear and smooth. We have approval from the owner to land there. The access gate, from the north, is closed but not locked. UM</p>	
Chupadera Mesa. 6500	<p>In a Restricted Area - Cannot use for contest.</p> <p>Mostly a turnpoint. However, there appears to be an open area with little ground vegetation that might provide a reasonable outlanding location. Access is via dirt roads so 4-wheel drive vehicle would likely be necessary.</p>	
Cimarron. 6446	A few cultivate fields in the area for possible outlanding. Watch for moving irrigation equipment.	
Clavel Ranch. 5534	FAA Identifier: NM15	

	<p>Elevation: 5534 ft</p> <p>Private Airport</p> <p>08/26 - 2640' x 300' turf</p> <p>Owner: C.J. Clavel</p> <p>575-485-2591</p>
Clines Corners. 7081	<p>June 2020: Two gliders have landed on the east end with no issues. Note elevation. Looks like shrubs are growing near the middle of the strip. It's easy to pick out the road which is on the south side of the strip. Watch out for three towers and power lines on east side.</p> <p style="text-align: right;">4/1/2011 3R:</p> <p>The CC strip, located on the SW side of I-40 and US 285, can be identified by the hangar visible on the SE end. There is a gate for access off US 285 and it is not locked, so there is no problem with car and trailer access. The old dirt runway is bumpy but landable. The best section of the strip is the western 2/3rds, so if landing, it is recommended that you use that section as it is wide open and fairly level. Please be aware that the eastern 1/3 of the strip rises slightly to the east and is rougher than the western 2/3rds of the strip. Also, please note that the winds at CC can be very strong and also be alert for the large 422 foot towers to the south of the field.</p> <p>4/26/08 UX:</p> <p>I visited this "strip" today. You can see it from the exit off of eastbound I40. This is where the photo was taken from. The gate to get into the area is currently "locked" with some basic wire. People are not supposed to go in there, but would be no problem to go in with trailer as long as there is no lock installed. The strip itself is getting pretty darn faint, but at least it's a flat spot to put down on. BEWARE OF ALL THE TOWERS!!! (and guy lines) there are several nearby. Very dangerous, actually. Best option is a right hand pattern for runway 26. Left pattern for 26 has you going around and in between the towers.</p>
Crestone Peak. 14252	
Crosby Ranch. 6280	<p>Pictures from 8/2020. This strip has not been reviewed recently.</p> <p>WATCH for powerlines near house!</p> <p>B. Carlton 3-10-08</p> <p>Mike & Janet Crosby have a pair of dirt strips just south of Abo (southwest of Mountainair). The N/S runway is 5000' long, the E/W runway is 2500' long. Laurie and I drove out there Sunday. Both strips are in good shape. A couple of trees are a bit close, but should be enough room for 15m easily.</p> <p>Look for the place where the railroad crosses highway 60 (east of Abo Pass). Follow county 125 south just past the transwestern pipelines. There is also a 50 X 60 hangar (brown in color, so it's a bit hard to find). It is north of the escarpment and the restricted area.</p>

Crownpoint. 6696	FAA Identifier: 0E8 Elevation: 6696 ft CTAF: 122.9 Runways: 18/36 - 5820 x 60 ft
Cuchara Valle. 7152	Asphalt poor condition FAA Identifier: 07V Elevation: 7152.5 ft CTAF/UNICOM: 122.8 Runways: 06/24 - 5798 x 60 ft asphalt - poor condition
Culebra Peak. 12743	This was purposely placed away from the actual peak as to form a 500km O&R point from Moriarty.
Curtis+Curtis. 4690	Private dirt strip All values measured with google earth Has not be reviewed recently from ground Elevation: 4690 Runways: 04/22 - 3400 ft x 35 ft - turf/dirt 18/36 - 3400 ft x 40 ft - turf/dirt 09/27 - 2000 ft x 40 ft - turf/dirt
Del Norte. 7955	Rwy 3/21 turf, very poor condition. Use hardtop runway 6/24, good condition FAA Identifier: RCV Elevation: 7955.4 ft CTAF: 122.9 WX AWOS-3PT: 118.275 (719-657-9017) Runways: 06/24 - 6051 x 75 ft asphalt 03/21 - 4812 x 60 ft
Duran. 6200	Two runways, look fairly narrow. Landing close to the middle intersection has least shrubs. Pictures 2011.
Durango County. 6689	FAA Identifier: DRO Elevation: 6689.4 ft

	<p>CTAF/UNICOM: 122.8</p> <p>WX ASOS: 120.625 (970-259-3579)</p> <p>Runways:</p> <p>03/21 - 9201 x 150 ft asphalt</p>
Ensenada. 7640	Private strip
Gallake. 5950	West of keyhole shaped lake. Hangar on NE corner of the strip. Two buildings to NE, shown on map, are now 4 buildings, easy to pick out. Pictures from 2011. More overgrown today.
Galette. 6850	<p>December 2020, 9F, newest information and picture #5. Gallette looking west. From google earth, the 1st third of the runway (if landing to the west) measures about 550 feet long. There are about 70 feet between bushes/pinon trees. A bit narrower, maybe 60 feet, on the remaining 700 feet. The N-S rwy measures about 1400 feet. Some low bushes there, perhaps less than 50 feet in width, not sure I would try it unless the wind was howling. Would land at Gallette on E-W rwy on a 15m glider. Better than most everything in that area other than KSAF. Would not attempt on an open class glider.</p> <p>4/2/2011 UX&EX</p> <p>Appears to now be abandoned. Surface looks rather rough. Of the two runways, the NW runway looks the best. This feels like a pretty short runway, don't land long!</p>
Gallinas Peak. 8620	Easy to see from a distance. Not many good landing areas around it. More open areas to the north and east.
Gallup. 6472	<p>FAA Identifier: GUP</p> <p>Elevation: 6472 ft</p> <p>CTAF/UNICOM: 122.95</p> <p>ASOS: 118.375 (505-726-8232)</p> <p>06/24 - 7315 x 100 ft asphalt</p>
Geary Ranch. 8300	<p>FAA Identifier: CO65 - Private</p> <p>Elevation: 8300 ft</p> <p>Runways:</p> <p>07/25 - 4200 x 30 ft - gravel</p>
Granite Mountain unusable. 9000	<p>- RY CLSD INDEFLY.</p> <p>- RESTRICTED TO OWNER USE ONLY, LARGE ROCKS, WILDLIFE, LIVESTOCK ON RY. TALL GRASS UNMOWED. 18/36, 20' wide, dirt, 2% slope up to north</p>
Grumble Gultch. 6226	In restricted area - Cannot use in a contest.
Lake Sumner. 4280	
Land Fill. 6350	<p>E/W section of the road: land just west of landfill or on the west end. It slopes down/westward in the middle. Wide enough for 15m. Some posts make it difficult for 18m. On the N/S section, there is a fence on the north end then a fenced paddock. Land south of the paddock. Some sign posts on the south end. Wide enough for 15m.</p>

Lamy Junction. 7146	
Last Chance. 6200	Landing to the west, land abeam George Applebay Way. To the east, land so you stop abeam G. Applebay Way. Gate is unlocked by the pipe line, to the east. There is a hill from the "landing area" down to the gate.
Leach. 7598	<p>FAA Identifier: 1V8</p> <p>Elevation: 7598 ft</p> <p>CTAF/UNICOM: 122.8</p> <p>Runways:</p> <p>12/30 - 7000 X 50ft asphalt</p>
Los Alamos. 7171	<p>Photo shows approach from the east.</p> <p>FAA Identifier: LAM</p> <p>Elevation: 7171 ft</p> <p>CTAF/UNICOM: 123.0</p> <p>WX AWOS-3: 124.175 (505-662-8423)</p> <p>Runways:</p> <p>09/27 - 6000 x 120 ft asphalt</p>
Lucy Ranch unusable. 6327	<p>Don't land here. See Lucy Road, 1/2 mile west, flat stretch of gravel road without berms,</p> <p>The previous runways are still visible. They are rutted and overgrown. There is fence across both runways.</p> <p>Definitely not recommended. Use the gravel road to the west.</p>
McIntosh. 6205	<p>Walked on 9/3/20. Rough but very safe. Slightly downhill to the west. No rocks or holes. The white markings are water pipes under the runway. No poles, no fences except on the east end. Pictures 6/2020. The entrance is from the house and road to the south, A080 or Clements Road E. For phone numbers and gate code, see Bob Hudson.</p>
Melby Ranch. 8820	<p>FAA Identifier: 33CO</p> <p>Elevation: 8820 ft</p> <p>Runway:</p> <p>03/21 - 7400ft X 40ft - grass/dirt</p> <p>Appears to be maintained airport. Intended to be an airpark. Attached picture may not be recent.</p>
Mid Valley Airpark. 4836	<p>FAA Identifier: E98</p> <p>Elevation: 4836 ft</p> <p>CTAF: 122.9</p> <p>AWOS at BRG: 118.55 (505-864-4375)</p>

	18/36 - 4332 x 37 ft asphalt
Mike's strip. 6460	Visited 8/2020. The strip from the intersection to the southwest is usable. See pics 1 and 2. There is a pile of tires at the intersection and a plane on the south side of this strip. The strip from the intersection northwest is also usable, pics 3 and 4, but slopes downhill to the northwest. Both are 15 paces wide, but there are no berms. An 18 or 21m ship could land here. There are two horses on the land somewhere, watch out for them. Owner is Mike, a pilot, very friendly.
Milagro - 140. 5920	
Navajo Lake. 6478	FAA Identifier: 1V0 Elevation: 6478 ft CTAF: 122.9 06/24 - 5022 x 60 ft asphalt Gate locked; combination set to field elevation listed on entrance sign.
Ocate. 7221	There are cultivated fields in the area of this turnpoint which could provide outlanding if required.
Otto. 6200	Power lines and fence on west side. Private. Old E/W dirt airstrip. Not marked on any maps. Rough but safe. Tighten seat belts. There is an old windsock pole off to the north side of the strip.
Patterson Ranch. 6696	<p>Looks like it has been cleaned up and is usable. The road to the house is easier to see than the runway which is to the NW of the road. The newest pictures, 5 & 6, were taken November 2020 by 9F. Remarks: There is no fence surrounding the strip. Retrieve should be a piece of cake. There are powerlines south of the strip. These are well marked with "orange balloons". There is a ditch at the southern end of the strip almost by the road (20B) There is a barbwire fence on the western boundary of the property. The strip seems to have a fair amount of Cholla cactus. Previous posts: 4/2/2011 EX&UX</p> <p>Watch the powerlines along the road on the south. See photos. Looks landable from the air. From walking it, we know it'll be a rough landing, though. Buckle up tight!</p> <p>2/28/09 by 3R</p> <p>Private Strip - NE/SW strip is approx 5.5 miles ENE of Stanley and US 41. Runway is overgrown with grasses and is in fair condition. Runway, though a bit rough, appears to be landable. Road access is excellent. Note: SW end of runway (near dirt road) is bordered by telephone lines running E-W.</p> <p>4/26/08 UX</p> <p>Private. This NE/SW dirt strip is said to be in poor condition. Nearby pasture to the west is likely an equally good landing option.</p>

Pie Town. 7820	
Road. 6499	<p>Pics 1-3 from 2008. Pics 4,5 from 8/2020. Pics 6,7 from 8/2020 alongside the road. There is now a fence on the north side of the road. From the center of road to fence on north side is 9 paces. The berm is about 2 feet high. Land on south side of road or alongside the road. Watch out for cacti, most will pass under the wing. Some will cause a ground loop.</p> <p>Update Feb 2008, UX:</p> <p>I walked this road. Personally, I will not plan on using it anymore due to the burms that have formed at the sides due to grading the road (a Discus 2 with no x-wind could do it). However, the pastures on either side are still relatively nice and the access to this point is easy. It's also still a nice distinct feature visible from the air, out in the middle of nowhere, so we keep it as a turnpoint.</p> <p>Brian's Feb 2008 comments are still valid. Fields north and south of the road are potential landing sites with no fences (26 Feb 09). Watch out for cattle!</p> <p>3R&HL 2/26/09</p>
San Cristobal. 6200	The house with trees around it should be visible from the air during the summer months. Not many landing possibilities in the area. Mostly just a turnpoint.
Santa Fe Reservoir. 7800	
Sedillo Hill. 7300	
Sierra Blanca Regional. 6814	<p>FAA Identifier: SRR</p> <p>CTAF/UNICOM: 122.8</p> <p>WX AWOS-3: 126.475 (575-336-8455)</p> <p>Elevation: 6814 ft</p> <p>06/24 - 8120 x 100 ft - asphalt</p> <p>12/30 - 6309 x 75 ft - asphalt</p>
Silver West. 8290	<p>FAA Identifier: C08</p> <p>Elevation: 8290 ft</p> <p>CTAF: 122.9</p> <p>AWOS: 119.275 (206-231-2959)</p> <p>Runways:</p> <p>13/31 - 6954 x 55 ft asphalt</p>
Sod Farm. 6227	Recommend landing in the second line of fields to the south to avoid power lines. Choose a field that has been recently cut. Watch out for sprinklers.
Stanley. 6200	

Sunport Class C. 5355	
Tajique. 6685	
Tierra de Dios. 7050	<p>There are two strips. The southern strip has a red hangar on the west end and is easier to see. The northern strip is longer and smoother, 26/08 orientation. Best to land on the east end of northern strip. There is no cell phone coverage here.</p> <p>This report includes information on both Tierra de Dios North and Tierra de Dios South. Tierra de Dios North is the airstrip depicted on the sectional chart and is part of the Tierra de Dios real estate development. The development, despite underground utilities and a 4 bay fire station, does not appear to be doing well and the airstrip has not been maintained. Tierra de Dios South is a private strip ½ mile south of Tierra de Dios North owned by Beth Weitz and Jim Harper. Both strips are friendly to glider pilots and have good access for trailer retrieves. There is no dependable cell phone coverage at either site. Owners have landlines and would allow use if they are present.</p> <p>I visited both sites on 6/27/2020. From the airport at Moriarty my driving time was one hour, twenty minutes. The route I used approaches from the south and consists of I-40 to Clines Corners, 285 to CR 34(approx 15.5mi), to right turn on CR B35A(approx 1.7mi), to left turn on CR B32C(approx 1.3mi) to left turn on to Tierra de Dios Road(marked by arched entrance with sign), following this road approximately 1/2 mile one finds Clay Hill Road, which is marked by a sign. A right turn on Clay Hill Road will take you to Tierra de Dios South. Continuing on a short distance on Tierra de Dios Road brings you to an unmarked right turn that will take you to Tierra de Dios North. This route is significantly shorter than the approach from the North and consists of paved, gravel, and dirt roads. Both routes are the same starting with CR B35A. All were in good shape the day I travelled.</p> <p>The gate leading to Tierra de Dios South is unlocked, see picture, but please keep it closed, there are burros on the property.</p>
Tower - IP. 6204	
Transwestern N5. 7200	
Tree V unusable. 6300	Named for house with trees in a V (upside down) on the east side. There is a fence in the middle of the strip with a fence on the west side. Total distance, fence to fence, 1200 feet. There are horses on the east side.
Tucumcari. 4065	<p>FAA Identifier: TCC</p> <p>Elevation: 4065 ft</p> <p>CTAF/UNICOM: 122.95</p> <p>ASOS: 119.275 (575-461-4940)</p> <p>Runways:</p> <p>03/21 - 7104 x 100 ft - asphalt</p> <p>08/26 - 4600 x 60 ft - asphalt</p>
Ute Dam. 3812	<p>8/2020. No longer on sectionals nor in Air Nav. No current information available.</p> <p>Elevation: 3812 ft</p>

	<p>Runway: 04/22 - 3500 ft x 30 ft - turf/dirt May have a berm on either side of runway. It is built very much like Estancia as far as surface and runway reflectors, watch your wingtips on them. UI landed there May 2004</p>
Walsenburg. 6056	<p>FAA Identifier: 4V1 Elevation: 6056 ft CTAF/UNICOM: 122.8 AWOS-3: 123.6 (719-738-1053) Runways: 09/27 - 4712 x 75 ft asphalt 02/20 - 2012 x 40 ft turf/dirt</p>
WRT. 6400	<p>White roof-Red barn-Trees</p>
Zuni. 6371	<p>Identifier: XNI Elevation: 6371 CTAF: 122.90 Runway: 06/24 0 6000 x 75 ft asphalt Not attended. Gate code: 5149</p>
Vaughn. 5936	<p>FAA Identifier: N17 Gate Code: Airport Elevation Elevation: 5936 ft CTAF: 122.9 Runways: 09/27 - 5150 x 60 ft</p>