

# HSF 2023 STOLTAM

Version 1.4



## ARRIVAL & DEPARTURE PROCEDURES

**ALL PILOTS MUST HAVE A COPY OF THIS DOCUMENT IN THEIR AIRCRAFT AND BE FAMILIAR WITH ITS CONTENTS**

The procedures outlined in this STOLTAM will be in effect from  
Sunrise on Wednesday October 11, 2023 UNTIL Sundown on Sunday October 15 2023

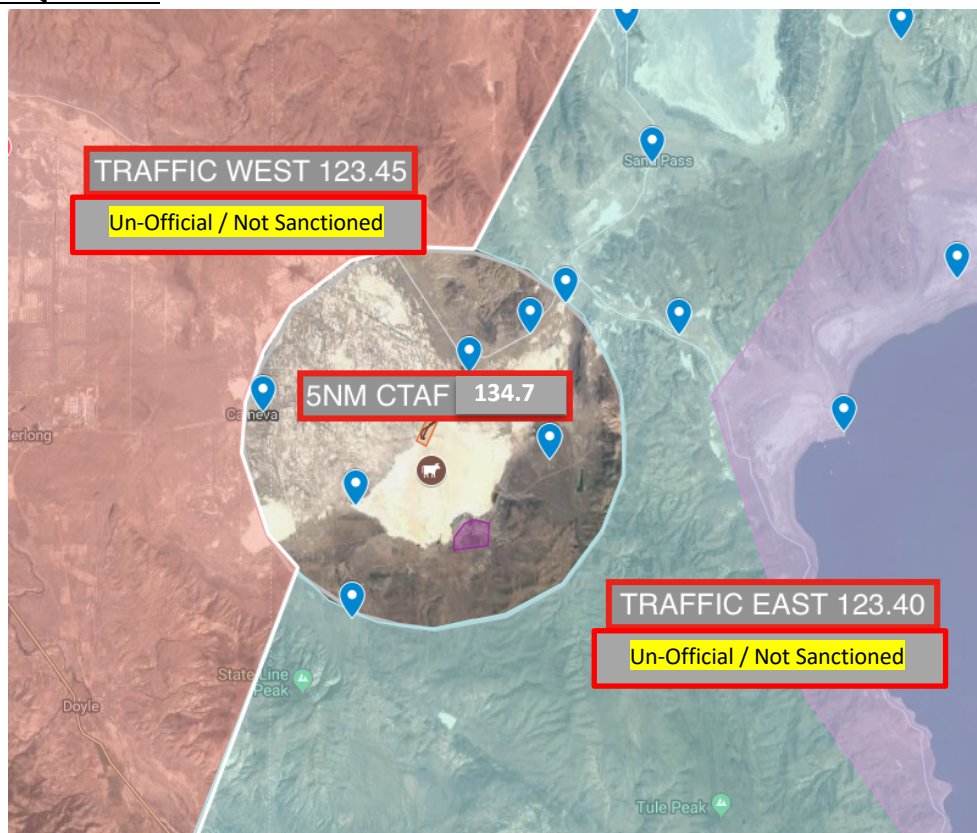
**NEW CTAF / RACE FREQUENCY FOR 2023 134.7**

**ADVISORY FREQUENCIES OUTSIDE 5NM RADIUS ARE NOT SANCTIONED & UNOFFICIAL**

### **NOTE:**

DO NOT LAND ON THE 13 NEW DIRT STRIPS IN THE SAGEBRUSH NEAR CAMP. TAKEOFF AND LANDINGS ON THE DESIGNATED RUNWAY AREAS ONLY, USING THE PROCEDURES OUTLINED IN THIS STOLTAM

**LOCAL TRAFFIC FREQUENCIES**



**COMPLIANCE WITH LOCAL PROCEDURES**

The High Sierra Fly-In has become a world class event and with its increased popularity and attendance comes the need to implement procedures to ensure that it remains safe and enjoyable for all that attend. In deciding to attend the High Sierra Fly-in you are an important part of ensuring its safety and success.

Adherence to the procedures outlined in this STOLTAM is mandatory. Non-Compliance may result in pilots being asked to leave or suspension of fly-out privileges until their departure. The High Sierra Fly-In is meant to be a relaxed event and we ask that you take the time to become familiar with and voluntarily comply with these procedures.

**ENHANCED CTAF ADVISORY SERVICE**

The High Sierra Fly-In is held on private property. By choosing to attend you are responsible for the safety of yourself, your passengers and your aircraft. All landings are at your own risk. Two-way communications on the appropriate CTAF frequency is mandatory. During busy times of the event ENHANCED CTAF SERVICE will be provided. During this time a trained radio operator will identify themselves as “DEADCOW RADIO” or “AIRBOSS”.

When enhanced CTAF service is being provided, all pilots are required to follow the advice of the CTAF Advisor but remain responsible for the safe operation of their aircraft which includes seeing and avoiding other aircraft. If you are unable to comply with the CTAF Advisor’s advice, please say so.

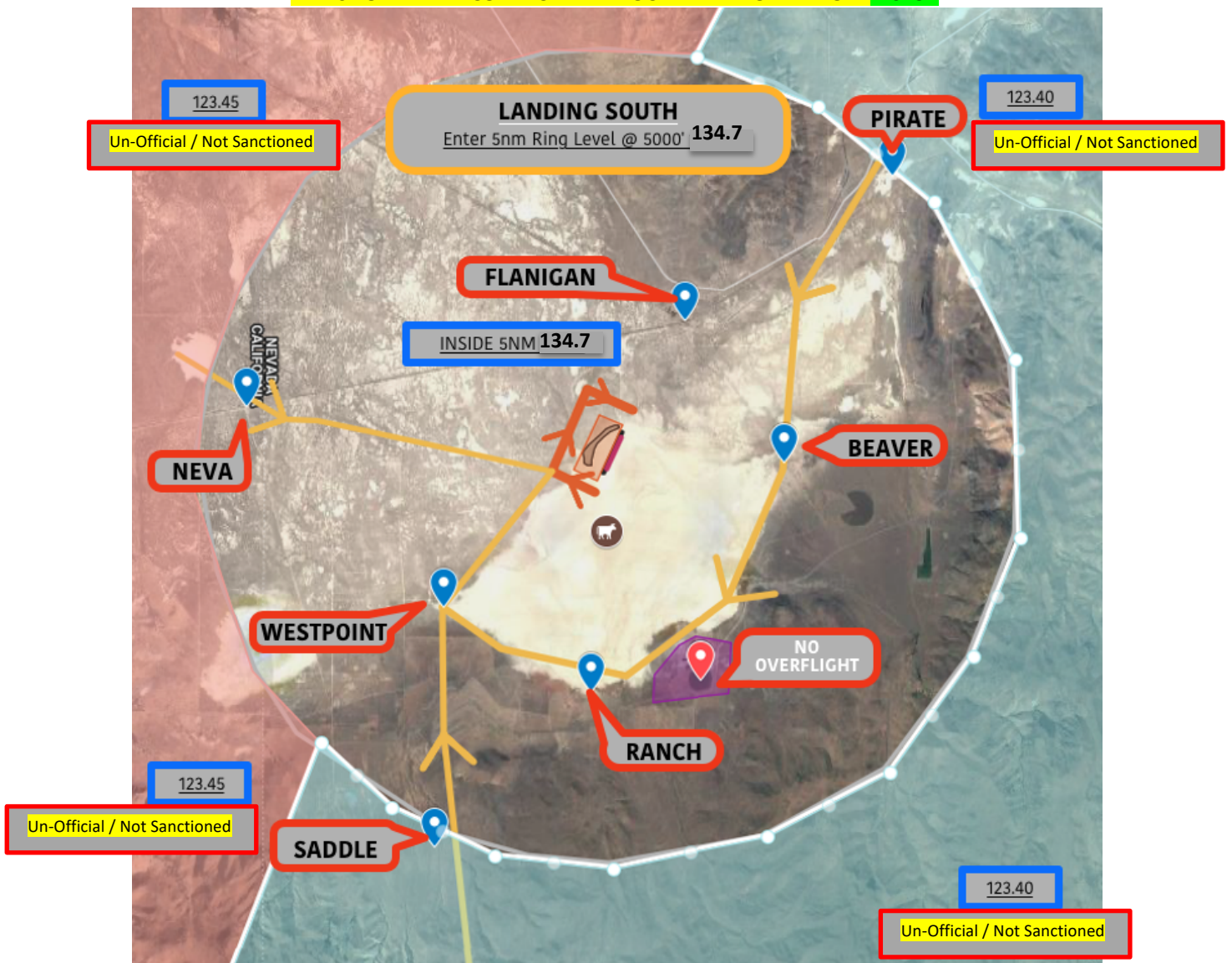
\*\*\* The CTAF Radio Operator or Airboss may advise aircraft on the CTAF frequency to deviate from published procedures if required to maintain safe and orderly traffic flow. \*\*\*

- In the absence of a CTAF advisor on frequency all procedures in this STOLTAM must be adhered to.

Frequencies		
CTAF (5NM) & RACE	134.7 (NEW 2023)	CTAF / DEADCOW RADIO
ADVISORY WEST (Unofficial)	123.45	OUTSIDE 5NM
ADVISORY EAST (Unofficial)	123.4	OUTSIDE 5NM

## ARRIVALS LANDING SOUTH

ADVISE ON INITIAL CONTACT THAT YOU HAVE INFORMATION: **VICTOR**



### PROCEDURE

- ALL ARRIVALS WILL BE LEVEL AT 5000' (1000AGL) WHEN ENTERING 5NM RADIUS FROM DEADCOW
- NO 45 TO THE DOWNWIND ENTRIES
- GIVE WAY TO AIRCRAFT APPROACHING FROM YOUR RIGHT
- DOWNWIND AT 90MPH (80KTS) IF POSSIBLE
- DO NOT DESCEND OUT OF 5000' (1000AGL) UNTIL TURNING BASE LEG

**FROM NORTH** – From PIRATE fly South to BEAVER. Follow the shoreline clockwise to WESTPOINT and join right downwind. (Remain over the playa at all times and do not over fly the ranch to the Southeast)

**FROM WEST** – From NEVA fly East and join an early right downwind.

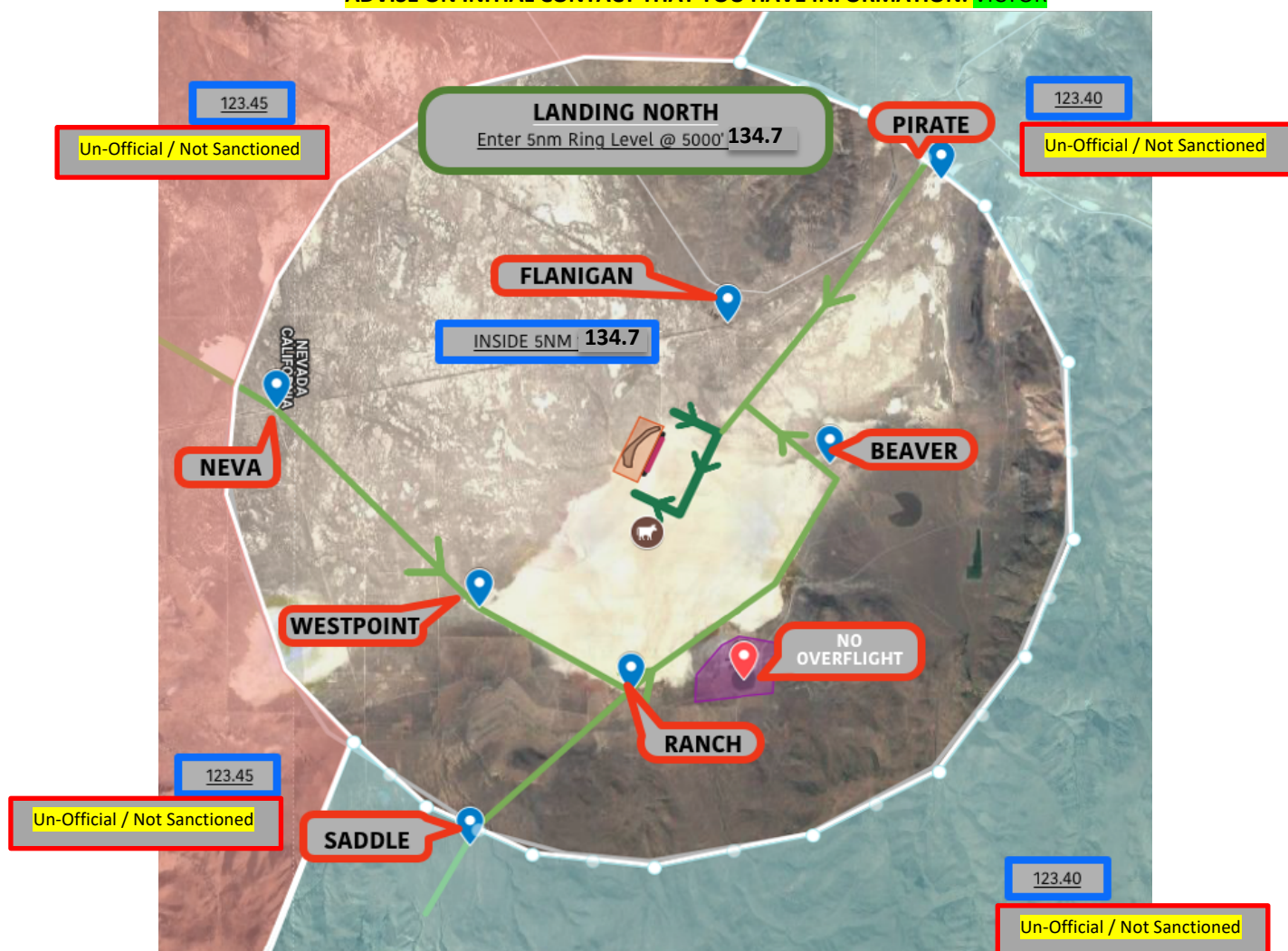
**FROM SOUTH** – From SADDLE, proceed direct WESTPOINT & join right downwind.

**MANDATORY REPORTING:** All pilots will report approaching PIRATE, NEVA, WESTPOINT, DOWNWIND AND ELSEWHERE AS REQUESTED

*STAY ON THE SHORE LINE. PLEASE DO NOT CUT CORNERS. THIS PROCEDURE APPLIES TO ALL AIRCRAFT LANDING AT DEADCOW*

## ARRIVALS LANDING NORTH

ADVISE ON INITIAL CONTACT THAT YOU HAVE INFORMATION: VICTOR



### PROCEDURE

- ALL ARRIVALS WILL BE LEVEL AT 5000' (1000AGL) WHEN ENTERING 5NM RADIUS FROM DEADCOW
- NO 45 TO THE DOWNWIND ENTRIES
- GIVE WAY TO AIRCRAFT APPROACHING FROM YOUR RIGHT
- DOWNWIND AT 90MPH (80KTS) IF POSSIBLE
- DO NOT DESCEND OUT OF 5000' (1000AGL) UNTIL TURNING BASE LEG

**FROM NORTH** – From PIRATE join right downwind.

**FROM WEST** – From NEVA fly to WESTPOINT. Follow the shoreline counter-clockwise to the northeast corner of the lakebed. Turn left and join right downwind giving way to aircraft approaching from the North. (Remain over the playa at all times and do not over fly the ranch to the Southeast)

**FROM SOUTH** – From SADDLE, fly North to the lakebed shoreline. Follow the shoreline counter-clockwise to the Northeast corner of the lakebed. Turn left and join right downwind giving way to aircraft approaching from the North. (Remain over the playa at all times and do not over fly the ranch to the Southeast)

**MANDATORY REPORTING:** All pilots will report over PIRATE, RANCH and when DOWNWIND AND ELSEWHERE AS REQUESTED

*STAY ON THE SHORE LINE. PLEASE DO NOT CUT CORNERS. THIS PROCEDURE APPLIES TO ALL AIRCRAFT LANDING AT DEADCOW*

## DEPARTURES

- Do not apply takeoff power until on and aligned with the takeoff runway.
- NO INTERSECTION DEPARTURES. All aircraft will depart from a position 500' from the start of the active runway.
- **ALL DEPARTURES CLIMB RUNWAY HEADING TO 5500' (1500AGL) THEN CONTINUE STRAIGHT OUT OR TURN CROSSWIND AT 5500' (1500' AGL) OR HIGHER UNTIL 5NM FROM DEADCOW. DEADCOW RADIO MAY AUTHORIZE TURNS BEFORE 5500FT**
- Once you are 5nm from Deadcow outbound you can descend at your discretion while making position reports on the applicable advisory frequency.

## FINAL APPROACH SPACING

- Plan your pattern to allow sufficient space between you and the preceding aircraft.
- S-Turns on final are not permitted.
- If you are unable to maintain sufficient spacing, initiate an early go-around straight ahead until the far end of the runway or 5000' ASL whichever happens last, and make a right crosswind turn watching for traffic approaching from your left.

## RUNWAY CROSSING

- Any aircraft landing on or departing from the outer runway shall come to a complete stop perpendicular to the inner runway prior to crossing and check for arriving or departing traffic on the inner runway unless advised by the CTAF Adviser.

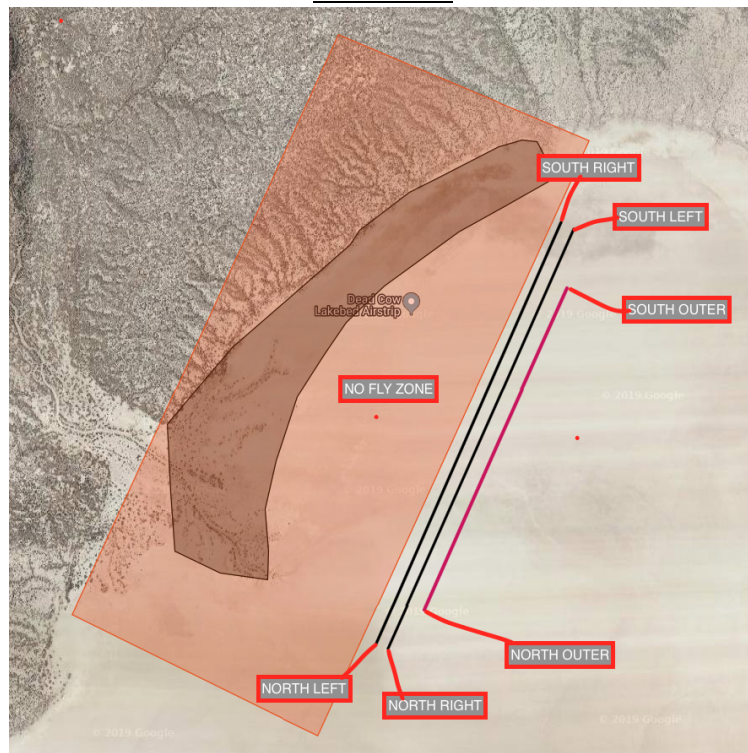
## GO AROUNDS

- Fly straight ahead until the far end of the runway or 5000' ASL whichever happens last. Join a normal right-hand pattern. Use caution for aircraft approaching from the left during the crosswind to downwind turn.

## HOLDING

- If required to hold due to a race in progress or if advised to do so by the CTAF Advisor aircraft should follow the published arrival / pattern entry procedure and fly a right- hand rectangular pattern over the runway at 5000' (1000' AGL) until being advised to continue inbound by the CTAF Adviser.

## RUNWAYS



- There will be three runways. The primary runway will be the one closest to camp (SOUTH RIGHT/NORTH LEFT). The only thing separating the two main runways is a series of flags and cones. Pilots shall not use the other two runways unless directed to do so by the CTAF Advisor, Airboss or Event Organizer. The outer runway will only be used to accommodate select arrivals during STOL Drag races.

### **RUNWAY CHANGES**

- In the event of a runway change, continue in the pattern for the original runway of intended landing. Instead of descending on base leg, continue on the base leg at 5000' and cross over to the opposite side of the traffic pattern. Once you fly through the runway centerline your base leg will become your new crosswind leg to join downwind for right traffic on the new landing runway. Watch for departing aircraft approaching from your right.
- If the runway change occurs during hours that enhanced CTAF services are being provided, the CTAF advisor may direct aircraft in a manner that is different from the standard traffic flow in order to facilitate a smooth transition.
- **\*\*EXTREME CAUTION MUST BE EXERCISED FOR CONVERGING TRAFFIC UNTIL YOU ARE ESTABLISHED ON DOWNWIND FOR THE NEW LANDING RUNWAY\*\***

### **GROUND OPERATIONS**

- All aircraft with engines running shall monitor the CTAF frequency **134.7**
- If the words **STOP STOP STOP** are said (three in a row) on the CTAF frequency, ALL aircraft shall come to an immediate stop, set their parking brake and await further instructions.
- Extreme caution must be used when entering or crossing an active runway. Dust may significantly limit visibility.
- Watch for children, dogs and pedestrians.
- Engines must be turned off prior to passing the line of portable toilets and pushed the rest of the way to parking. Conversely aircraft must be pushed from parking past the portable toilets prior to start.
- Do not blow dust towards camp or other aircraft with your propwash.

### **PARAMOTOR**

- Paramotor flights are only authorized in the shaded area near camp marked "No Fly Zone". Paramotor flights shall remain clear of the runways and remain at or below 700' AGL.

### **DRONES**

- Flying drones is not permitted without the direct consent of the event organizer (Kevin Quinn) or the Airboss.
- All authorized Drones will have the owner/operators name clearly marked on the Drone at all times.
- All authorized drone flights will be piloted from the base of the tower at the north end of the runway.

### **PHOTO FLIGHTS**

- All multi aircraft photoflights that will take place within 5nm of Deadcow shall be pre-arranged with the Airboss at least 30 minutes prior to departure.
- All photo flights must designate a lead aircraft and provide the airboss in writing a list of participating aircraft for each flight.

### **ARRIVALS & DEPARTURES DURING STOL DRAG**

- During STOL Drag qualifying and races there will be no departures from Deadcow.
- Arrivals may be permitted under the direction of the Airboss. Significant delays and holding should be expected.
- STOLDRAG Qualifiers and Race times will be posted to the High Sierra Flyin Facebook Group.

## **EMERGENCY LANDINGS**

- In the event of an inflight emergency that requires immediate landing the outer runway will always be available. Make a MAYDAY call on CTAF and proceed directly to Deadcow landing on the outer runway. (Furthest from Camp)

## **EMERGENCY RESPONSE**

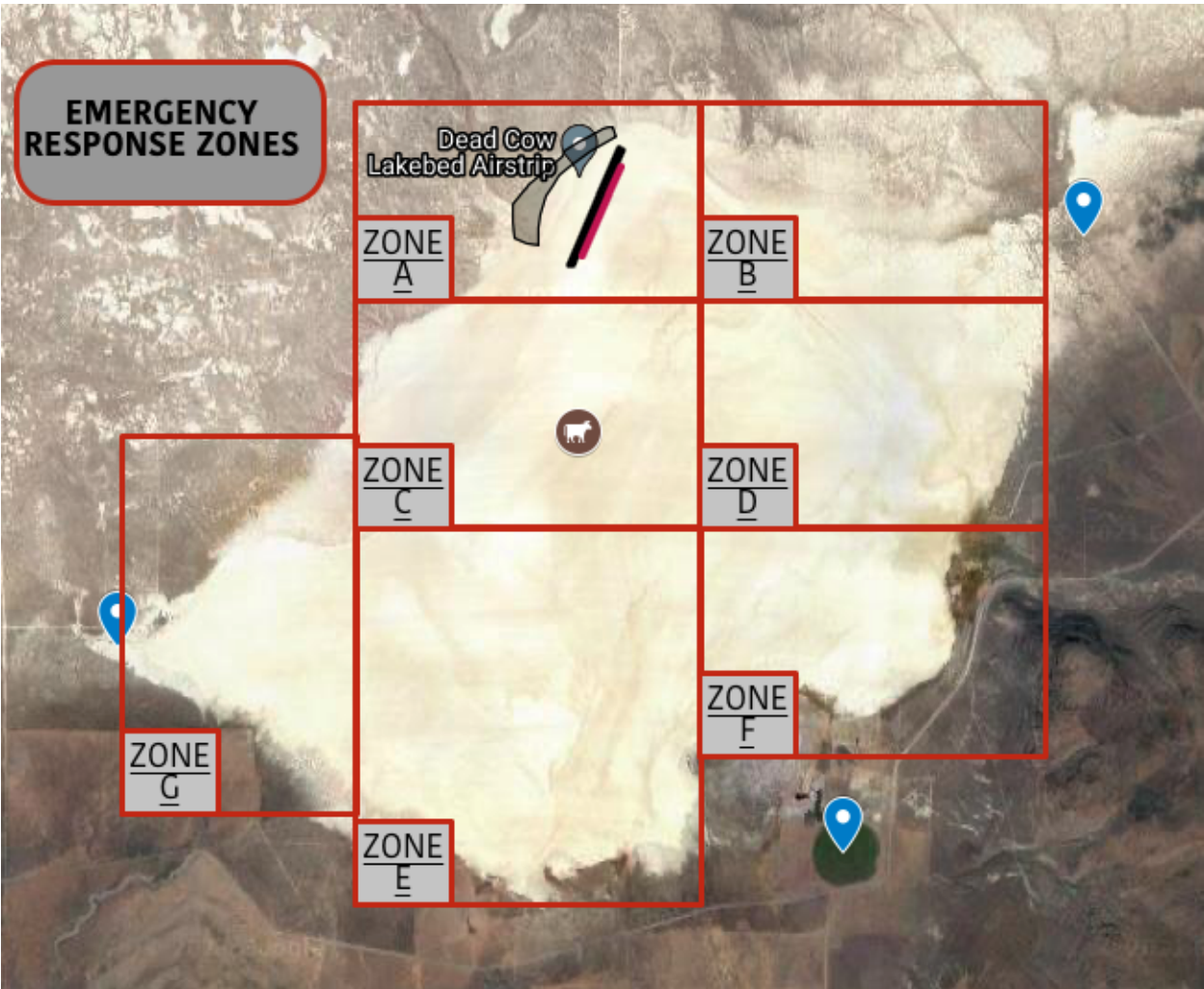
In the event of an incident or accident, Deadcow Radio will be responsible for coordinating emergency response. It is critical that the airspace be sterilized to allow for emergency response and possible medical evacuation. If you observe an emergency or incident contact Deadcow Radio on **134.7** and advise which zone the incident is located in.

### **Departures & Ground Operations During an Emergency**

- All departures from Deadcow will be suspended.
- All aircraft maneuvering on the Deadcow lakebed must monitor **134.7** at all times.
- Deadcow Control will instruct all aircraft on the ground to STOP AND SHUT DOWN ENGINES.
- Once the instruction to STOP AND SHUT DOWN ENGINES has been given. ALL Pilots shall immediately stop in their current position, turn off their aircraft and wait for further instructions.
- Pilots shall not transmit to Deadcow control seeking further information, or requesting updates. The frequency shall remain sterile to allow for Deadcow control to coordinate emergency response.
- Relevant information will be transmitted by Deadcow control as needed.

### **Airborne Operations During an Emergency**

- Aircraft that are airborne and within 5nm of Deadcow may be accommodated depending on workload or may be instructed to exit and remain clear of the 5nm Deadcow radius.
- Aircraft may land on the lakebed at PIRATE to wait for operations to resume.
- Aircraft that are outside of the 5nm radius shall remain clear until operations resume.
- Pilots shall not transmit to Deadcow control seeking further information or requesting updates. The frequency shall remain sterile to allow for Deadcow control to coordinate emergency response.
- Relevant information will be transmitted by Deadcow control as needed.





**EMERGENCY RESPONSE  
ZONE A SUBSET**

