



IDAHO TRANSPORTATION DEPARTMENT

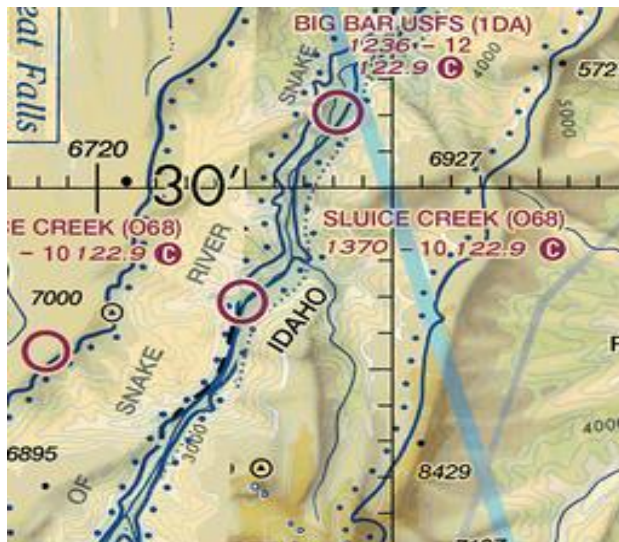
Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

June 28, 2023

Brandon Culley – Unit Aviation Manager
Wallowa-Whitman, Umatilla National Forest
59973 Downs Rd.
La Grande, OR 97850

SUBJECT: 2023 5010-1 Airport Inspection conducted May 31, 2023.
(04235.9*A Lucille Big Bar USFS)

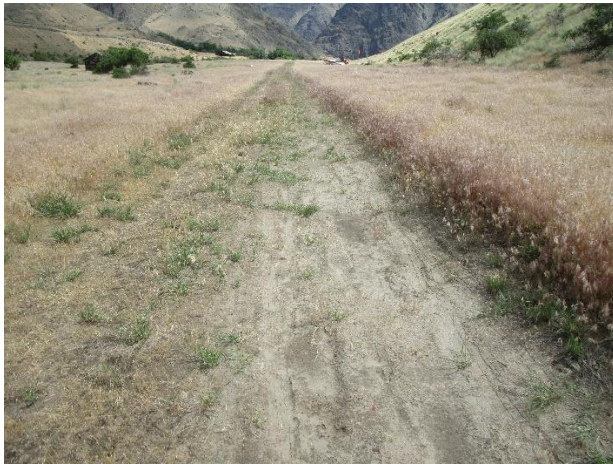


Hi Brandon,

My name is Flo Ghighina and I am the airport inspector for the Idaho Division of Aeronautics out of Boise, ID. On May 31, 2023 I visited the airport to conduct the 5010-safety inspection. These inspections are performed under contract with the FAA on a three-year cycle. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications. I have summarized the inspection findings below:

Runway 17-35:

Continues to be in fair condition. The rwy. is not the smoothest surface and presented a few undulations during landing; take-off was equally rough. Rwy. end 35 - first 150ft of the rwy. is very rough due to sloping & uneven terrain; it has serious undulations. The strip could use a mowing as vegetation/grass was growing almost everywhere and is 18 to 20" tall, especially at both ends of the rwy. Outside the 15'-18' center portion used for landing & take-off, there are a bunch of larger size rocks hidden in the taller grass on the sides of the rwy. – some are painted white, and some are not. Not sure how many rocks are within the perimeter of the rwy. & inside the boundary markers (BMs), but remember that the airport owner/sponsor is responsible for maintaining the surface within those BMs and liable for all that could happen inside that area. The approaches at both ends continue to remain the same and with the same controlling obstructions as listed in the Airport Master Record.



Action items:

1. Mow the rwy. area to match your declared dimensions on the Airport Master Record,
2. Redo the BMs and be consistent with VFR Airports Design Guidelines (if interested, I have info that I could share with you on this).

Tie downs:

The tie down area was not clearly marked, but in the vicinity of the windsock both to the North & South of it, there is enough space to park at least 4-6 airplanes. I saw no chains present anywhere. The area was fair and with tall grass that made it difficult to see what you're taxiing over.



Action items:

1. Place a visible sign to indicate where the tie-down area is,
2. Mow this area to make it easier for acft. to see where to park and avoid rocks.

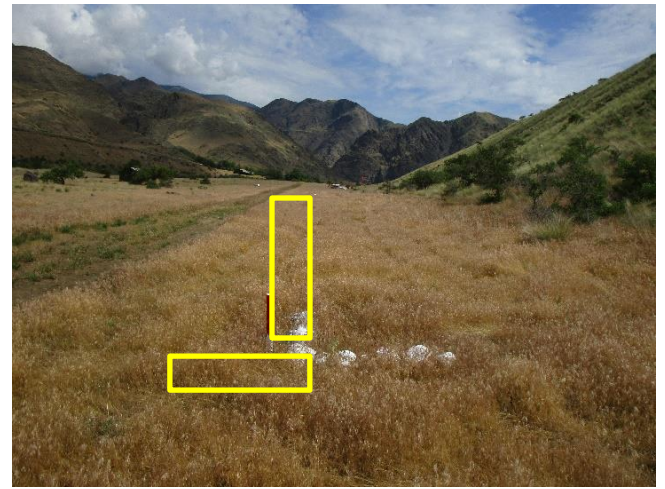
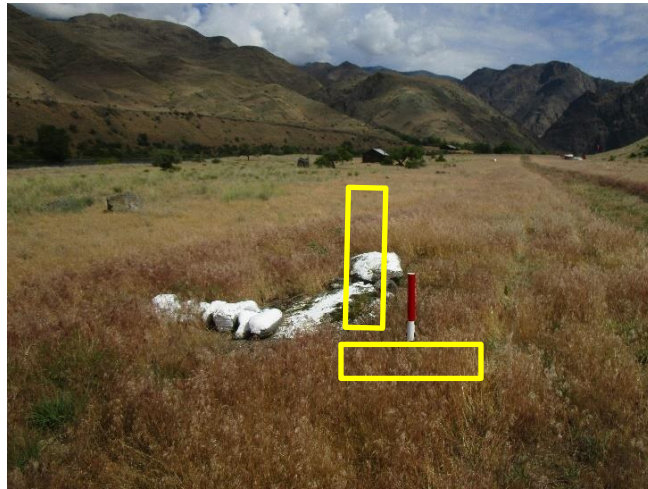
Windsock/Standard:

The windsock was in good condition and displayed no rips or tears. The windsock standard was in good condition and displayed good white/orange paint. There was no segmented circle present at this facility.



Boundary Markers (BMs):

The existing non-standard rock BMs located at rwy. end 17 are good, in place and have good paint coverage. Grass growth is encroaching, and the rocks are being taken over (through & around the rocks) by tall grasses (15-18" tall) and other vegetation. At rwy. end 35 the rock BMs are installed incorrectly "└┐" vs the normal inward L shape "└┐".



Action items:

1. Grass should be pulled/mowed/cleaned out/sprayed to sterilize the area of all the BMs and not have to contend with the grass growth on a yearly basis,
2. Redo the BMs at rwy. end 35 to resemble a normal inward “|_ _|” shape vs the now _| _|” (follow the yellow markings in the pics above for proper positioning) and relocate the red reflectors to the outside corner of the Ls.

Miscellaneous/Services: I saw no other significant changes or safety concerns with this airfield. If you have any questions regarding this inspection, please feel free to call anytime. Have a great day.

Sincerely,

Florian Ghighina

Flo Ghighina

Airport Inspector/Obstructions Evaluator

Idaho Division of Aeronautics

208-334-8895