



IDAHO TRANSPORTATION DEPARTMENT

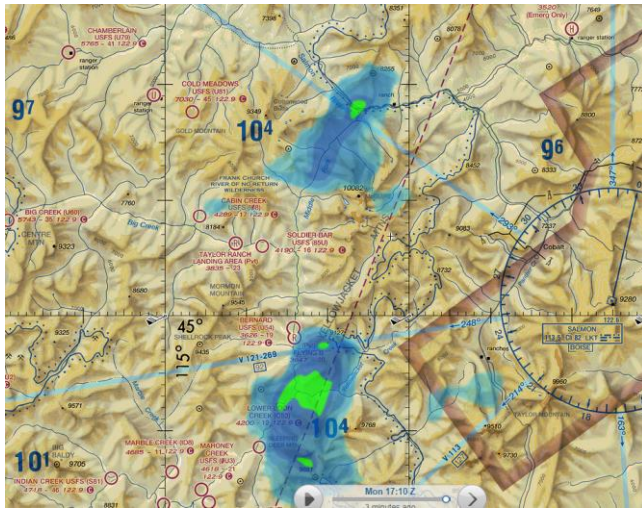
Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

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

July 5, 2023

Scott Sterett – USFS Aviation Officer
Payette National Forest
500 N Mission St
McCall ID 83638-6302

SUBJECT: 2023 5010-1 Airport Inspection conducted June 13, 2023.
(04142. 51A Big Creek Ranger Station Cabin Creek USFS)



Hi Scott,

On June 13, 2023, I visited the airport to conduct the FAA 5010-1 Airport Safety Data 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 2-20: Not much has changed at this airfield in the last three years and since I did the first inspection back in 2020. The turf-dirt runway surface continues to be in fair condition, with the surface somewhat rough the entire length. Loose rocks of various sizes (up to 3-4”), continue to be present at this facility. The upper end (rwy. 20) appears to be a bit rough caused by propeller blast and the removal of fine materials every time a plane takes off. There are several water deflection rubber bars that were showing a considerable amount of wear and tear (especially at rwy. end 02). Currently, in their present shape I do not believe those damaged rubber flaps are serving a purpose anymore as the top edges have come apart so badly that water flows right over them. Here, forward visibility during take-off has always been



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a challenge due to the midfield curvature in the rwy. and trees blocking the view of the far end of the rwy. Landing & departing aircraft have to exercise extreme caution to see hikers, stock and aircraft near the parking area when they take off. The controlling obstructions at both rwy. ends remain the same - trees with rising terrain. The trees identified as Part 77 obstructions - 3 years ago, are still there today (see below pics). Since this is a one way in, one way out type airstrip, cutting those trees down at rwy. end 02, would be a tremendous benefit for the flying public. Their removal would open the approach and increase the safety margins for both arriving and departing aircraft considerably (see attached pics from 2020 and 2023).

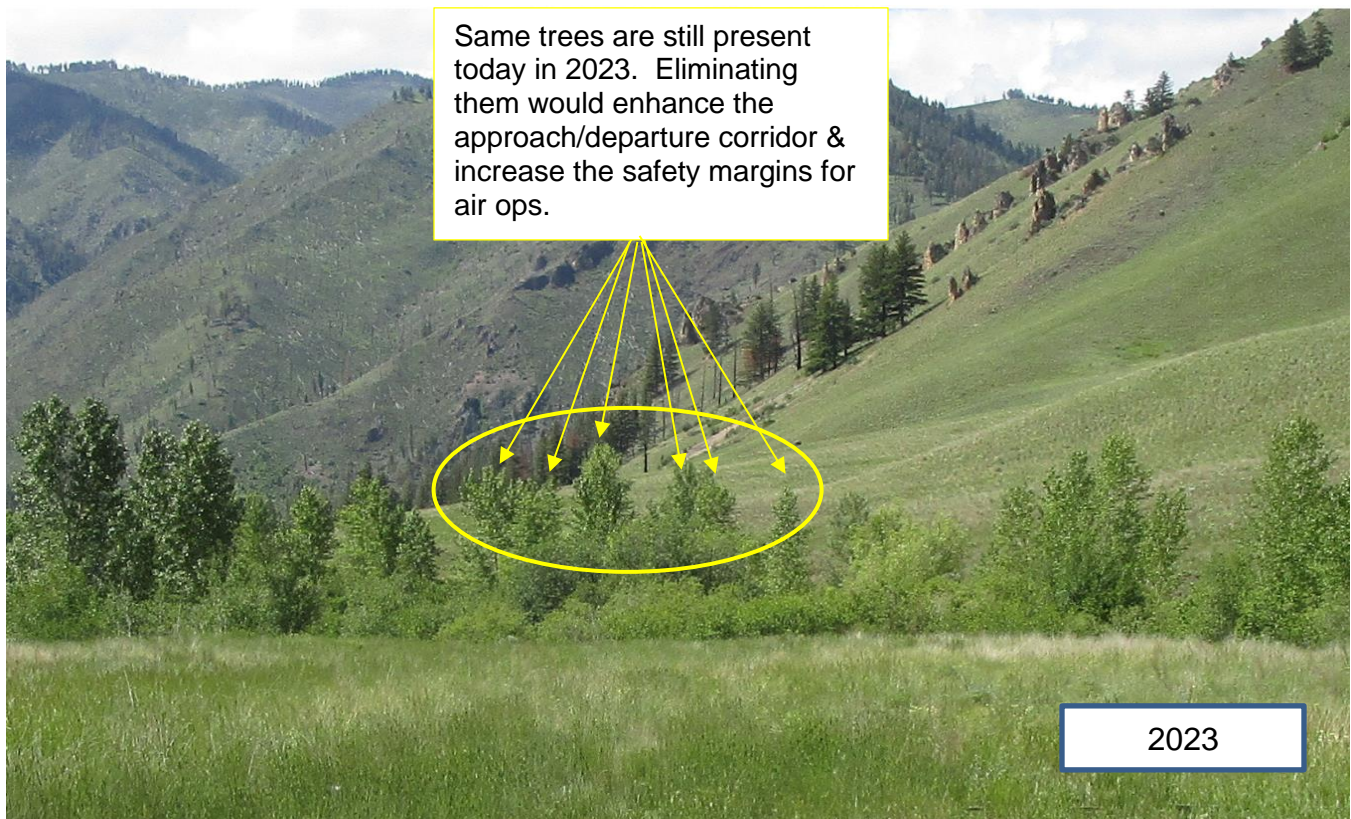
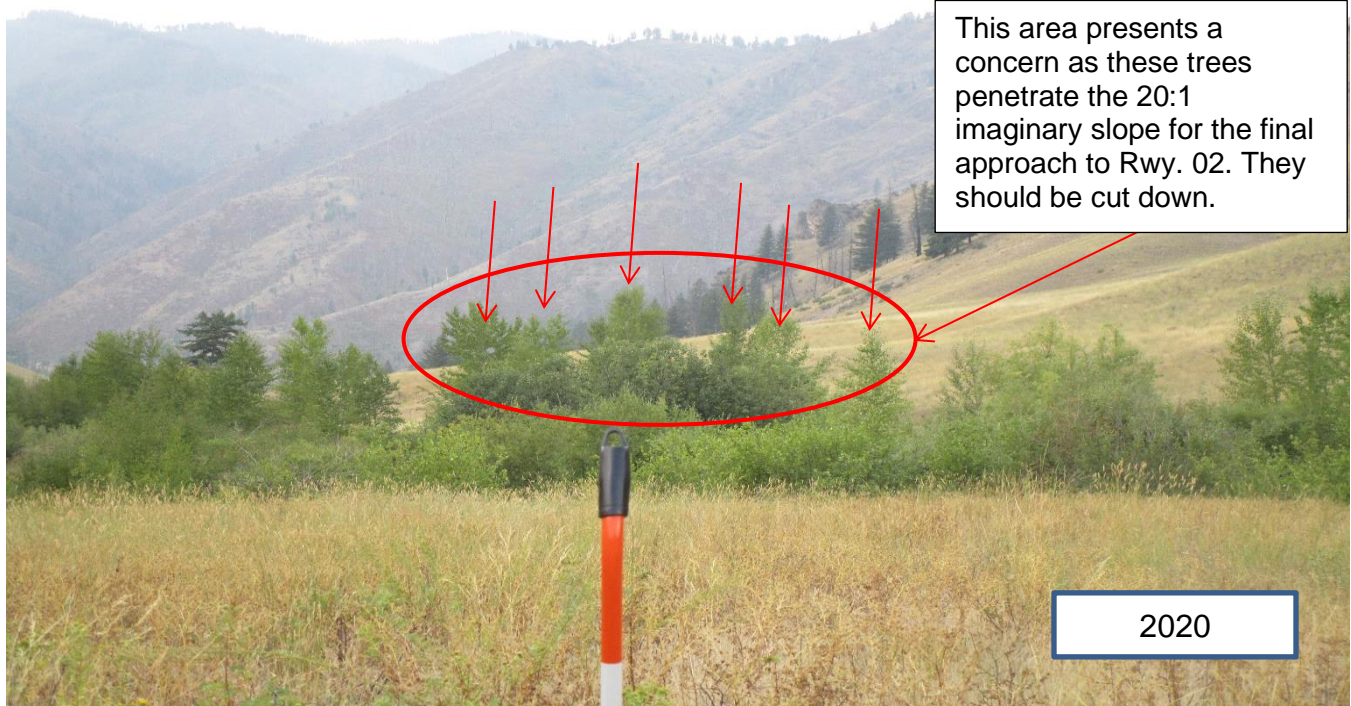




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Action items:

1. Mow the grass at rwy. end 02,
2. Fix/replace the broken water diversion flaps,
3. Perhaps install some Boundary Markers at rwy end 02,
4. Cut down the trees at rwy end 02 that have been identified as hazards 3 yrs ago and again this year.

Tie-Down Area: Tie-down area was rough due to tall, bunch grasses (15-18" tall), and big rock boulders hiding in the grass. There is room to park several airplanes in this tie-down area; I saw no securing devices present at this airfield – ropes or chains.



Action items:

1. Tie down area needs to be mowed,
2. Rock boulders need to be removed from this area to ensure the safety of arriving aircraft/ running motors (potential hazard for prop strikes (possibly they could be used to create a non-standard segmented circle around the windsock)).

Windsock: The windsock was in good condition and displayed no rips or tears. It had good color and was visible from the air. The standard was in good mechanical condition and it had remnants of orange and white paint; it needs new orange & white paint. There was no segmented circle of present here. A segmented circle of any kind would only improve the visibility of the navigational device from the air and better aid pilots in identifying the wind conditions on the ground.



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Action items:

1. Ensure that the windsock is installed properly with the drain hole to the bottom of the windsock frame and not to the side
2. Repaint the standard with either orange and white, all orange, or all white,
3. Build a non-standard segmented circle out of rocks and paint them white.

Misc/Services: The outhouse added a nice touch of convenience out in the middle of nowhere – it was clean and well supplied with the necessary TP. All informative USFS signs were in good order and serve the public well. I saw no other significant changes or safety concerns with this airfield. If you have any questions, or need any additional info regarding this report, please do not hesitate to call: 208-334-8895. Take care and have a great day.



Sincerely,

Florian Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Division of Aeronautics
