



## IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics  
3483 Rickenbacker Street  
itd.idaho.gov/aero

(208) 334-8775  
Boise ID 83705

November 17, 2021

Anne Gaspar, USFS  
Salmon-Challis National Forest  
311 N Hwy 93  
Challis, ID 83226

SUBJECT: 2021 5010-1 Airport Inspections conducted 22 July 2021.  
(04214.\*A Mahoney Creek Airport – 0U3 Mahoney Creek USFS)  
(04244.5\*A Indian Creek Airport – S81 Indian Creek USFS)



Dear Anne,

It was nice making your acquaintance and chatting with you back In July when I came to conduct the 5010 Airport Safety Data Inspection for both Mahoney and Indian Creek airstrips. I hope that after our visit and walk through the Indian Creek airstrip, you now have a bit of understanding of what I do, why, and what I look for during my inspections. Every year, the Idaho Division of Aeronautics is under contract with the Federal Aviation Administration (FAA) to conduct periodic safety inspections and to update data at public use airports as a part of the FAA's Airport Safety Data Program. The completed process updates the Airport Master Record (FAA Form 5010) and several connected publications. The purpose of this review is to record current conditions and status of the public-use airports and Sea Plane Base (SPB) facilities. The accuracy of the information collected during my visit is significant for aviation publications, development activities, federal and state programs, safe airport operations, and the National Airspace System (NAS). During my inspection, I looked at several areas to include the following: obstructions at both approach & departure runway ends, runway surface, tie-down area, boundary markers, and the wind-sock/segmented circle area. I have summarized my inspection findings below and, for your benefit, I attached several pictures for both of the airports intended to give you a clear idea of my recommendations and what should be done to the Boundary Markers (BMs). I tried to be as descriptive as possible and make the report self-explanatory.



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### **Mahoney Airstrip (0U3)**

**Runway 4-22:** Overall, the dirt runway surface is in good condition for what it is and where it is. The first 400' or so, from the turnaround area at rwy end 04, are a bit rough and uneven due to prop wash caused by aircraft taking off. Many loose rocks were present, especially close to the rwy ends, but overall, everything was good and in decent shape. With that said, there is a bit of an issue with the placement of the Boundary Markers (BMs) – see pic 3 in the Boundary Markers section, down below, for visual info.

Pic-1



Pic-2



Your runway dimensions reported to the FAA (on the Airport Master Record) and the flying public are: 2150'L x 15'W. However, your BMs in their current position offer a much wider area to use for landings and take-offs than reported. The idea is - you want to stay as close to what the Airport Master Record shows for a couple of reasons: first, as the airport owner, your agency is legally responsible for everything that happens within the BMs, and secondly you have that much more area to maintain/put work into. Picture 3, identifies four different areas you want to look at - address the placement of the BMs located at A, B, C, & D.



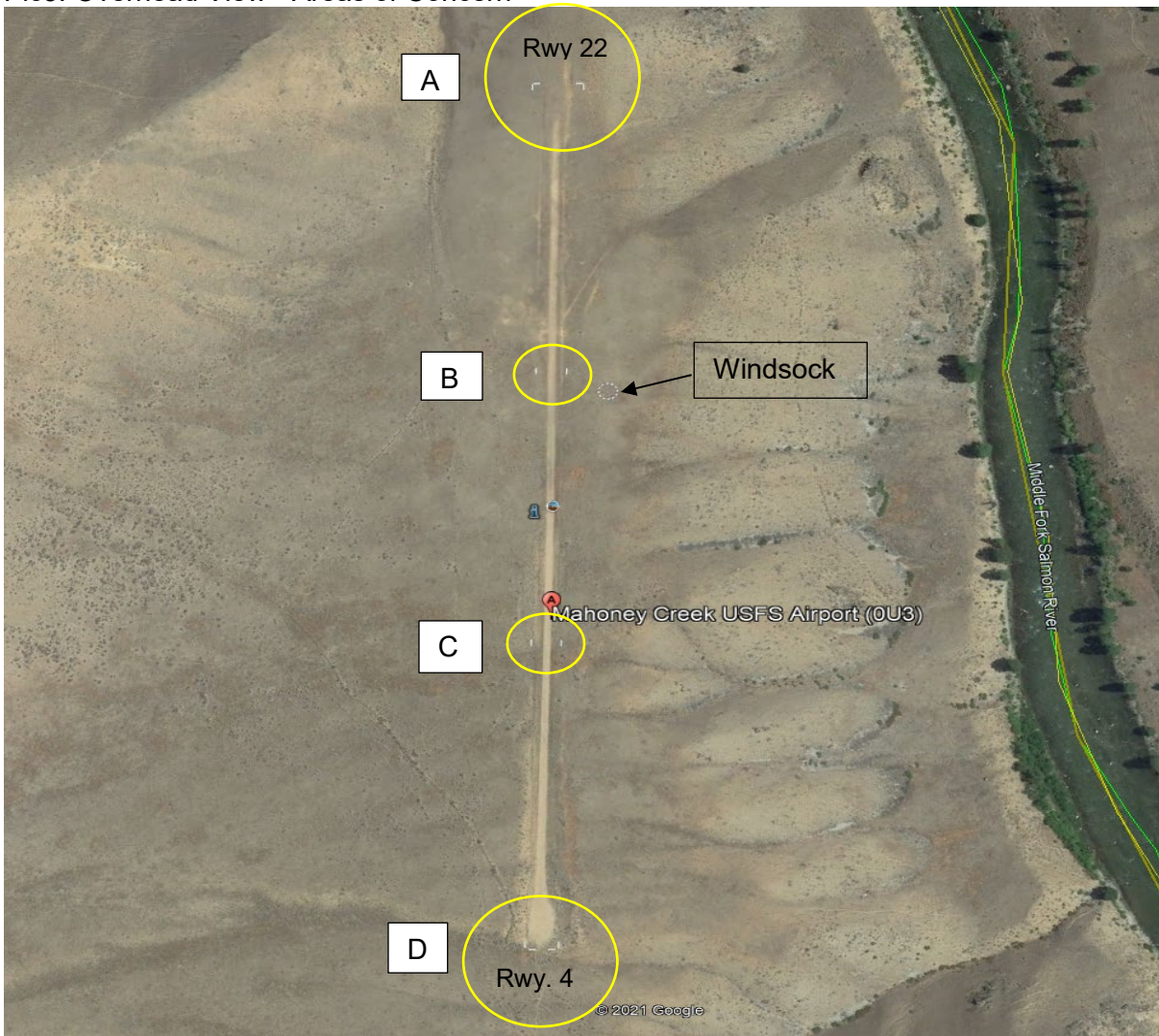


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Pic3: Overhead View - Areas of Concern



**Boundary Markers (BMs):** The condition of the different wooden panels used as BMs on this airfield is good; however, the condition is not the issue as much as the placement of those markers. Currently, the markers are installed incorrectly and placed too far away from the centerline (see details in pic 4), which is inconsistent with the runway information reported on the FAA's Airport Master Record and certainly not in accordance with the Idaho Transportation Department - VFR Airports Design Manual.

Besides having a smaller area to maintain, it is important we keep things in such a fashion that we provide the safest facilities possible. You want your facility to be consistent (or as close as possible) with what is being reported on the Airport Master Record. I believe that implementing the BMs



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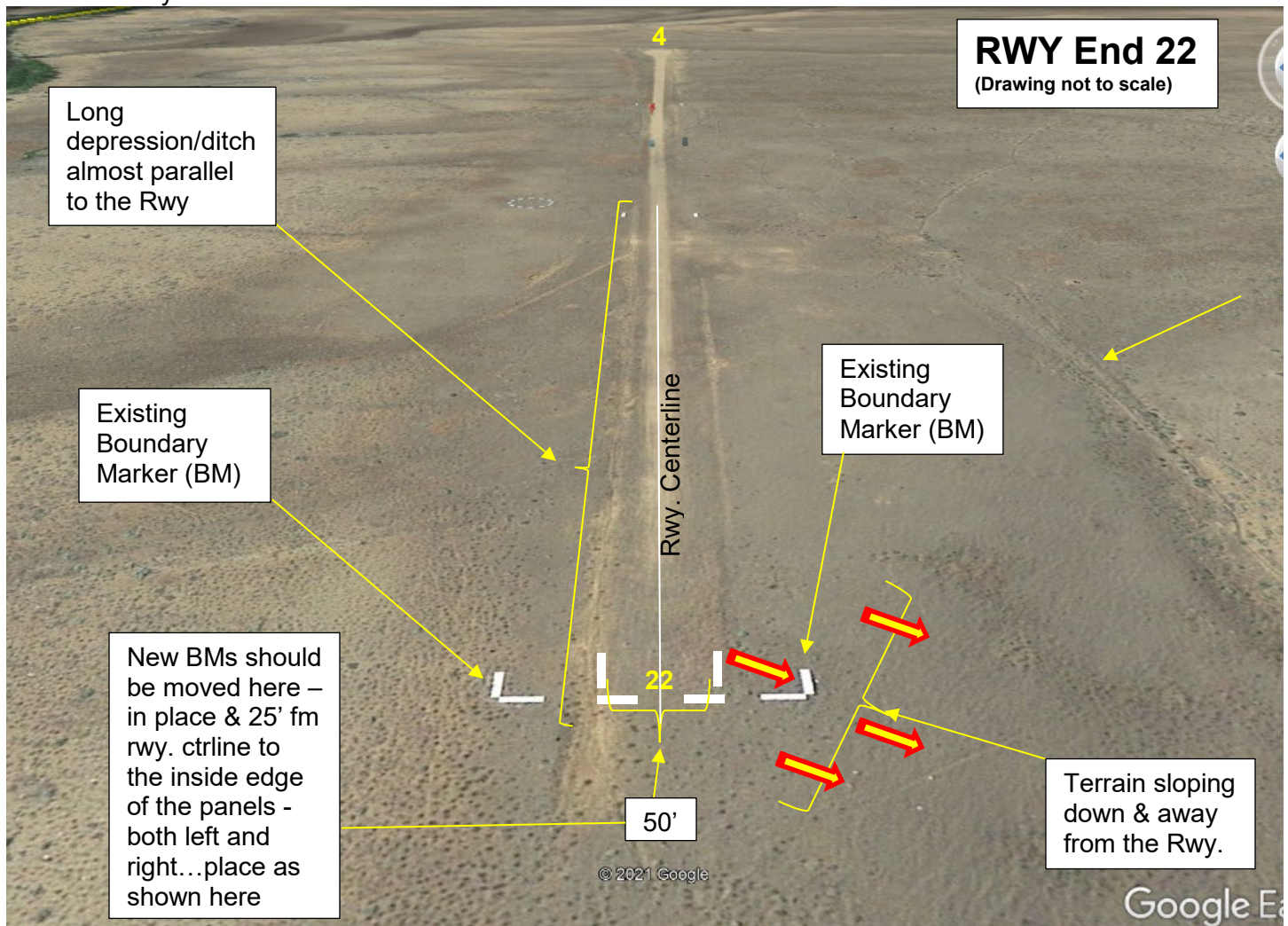
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changes, will minimize the potential for complaints/conflict between the flying public & your agency and will keep the unpleasant situations at a minimum, therefore, I recommend the following changes be made to the BMs (please refer to Pic 3, 4, 5 & 6):

- **Area A (Rwy 22)-Pic 4:** In-place, bring the BMs towards the rwy center so you would have no more than 25' max from the inside edges to the rwy. centerline, left and right as indicated in pic 4.
- **Area B & C-Pic 5:** in-place, bring all BMs towards the rwy center to have no more than 20' from the inside edges to the rwy. centerline, both - left and right,
- **Area D (Rwy 4)-Pic 6:** bring the BMs forward 30' from current position and 25' apart from rwy. centerline – see explanation in pic 6.
- The size of the BM panels should be a minimum of 15'Lx4'W, but not smaller; larger is ok (20'x4' or 30'x5')

Pic-4: Runway End 22





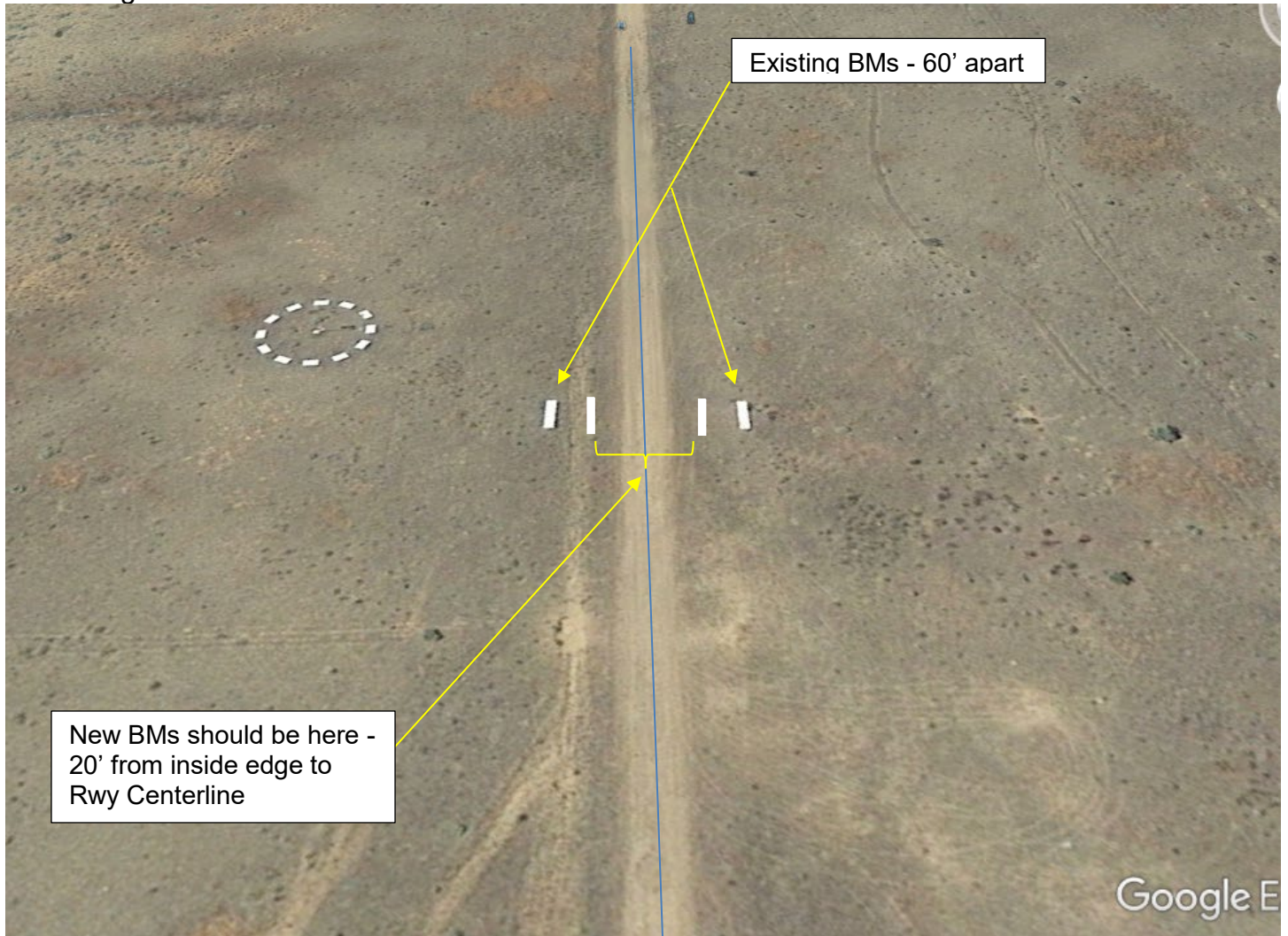


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Pic-5: Segmented Circle and Midfield BMs





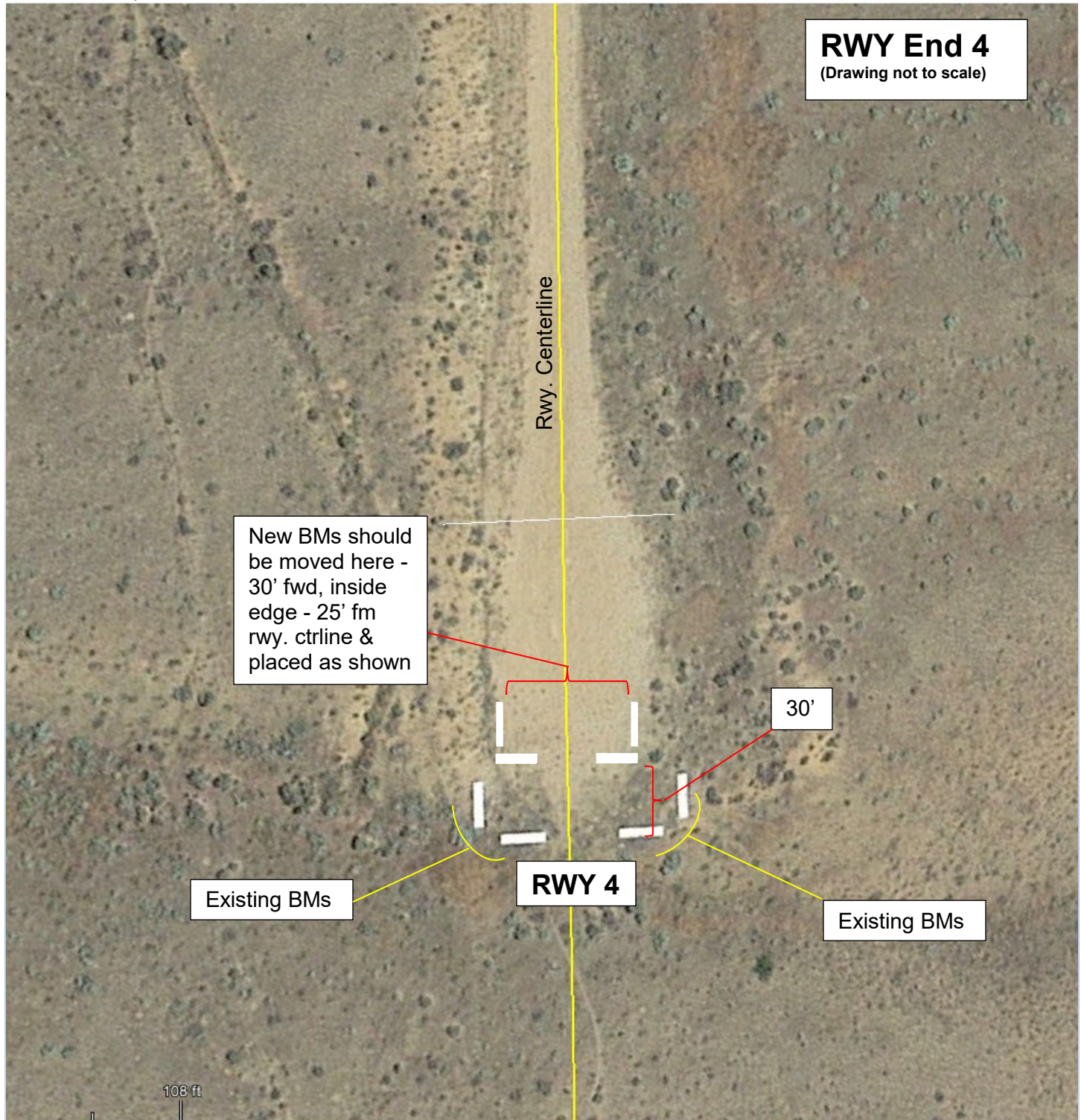


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Pic-6: Runway End 4 - Overhead





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**Tie downs:** The tie down area was located at midfield and near the windsock on both sides of the rwy. The surface in the area was fair, characterized as lumpy due to small sagebrush and a variety of grasses. No chains were present in either parking area.

**Windsock/Standard:** The windsock was in good condition and displayed no rips or tears, only a bit of fading. Non-standard segmented circle wood panels were painted white, were visible, and vegetation growth was minimal, in and around the immediate area.

### Indian Creek-USFS (S81)

Pic 7



Pic 8: 2 Mi to the NE at Traffic Pattern Altitude



**Runway 4-22:** Similar to Mahoney Airstrip, this airport too, is in good condition considering its wilderness location and remote access. The dirt/sandy surface is incredibly smooth and without any or major undulations that would negatively affect the stability/ground rollout for either arriving or departing aircraft. Small, loose rocks were present all throughout, but more so, closer to the rwy ends. Everything was in great shape, except the BMs – see pics 9, 10, 11 & 12, down below for a visual representation. For example, when approaching from the NE on final to Rwy. 22, I was unable to see the BMs during final approach..... it wasn't till the very last second, when I did the little dog leg turn to the left to line up on the straight away for landing (pics 9 & 10), that I saw the right BM. This BM is completely obstructed from pilot's view by the 40-60' tall evergreen trees in front of it. The same goes for Rwy end 4 where the BMs are installed incorrectly as well - left side is on uneven terrain and also obstructed by trees. All the BMs need relocating, simply because currently they are not fully/properly serving the purpose they're designed for and, more importantly, for safety reasons.





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Pic 9: ¾ Mi Final Rwy 22



Pic 10: ¼ Mi Final Rwy 22



Pic 11: Looking to the NE/Rwy End 22



Pic 12: Looking to the SW/Rwy End 4





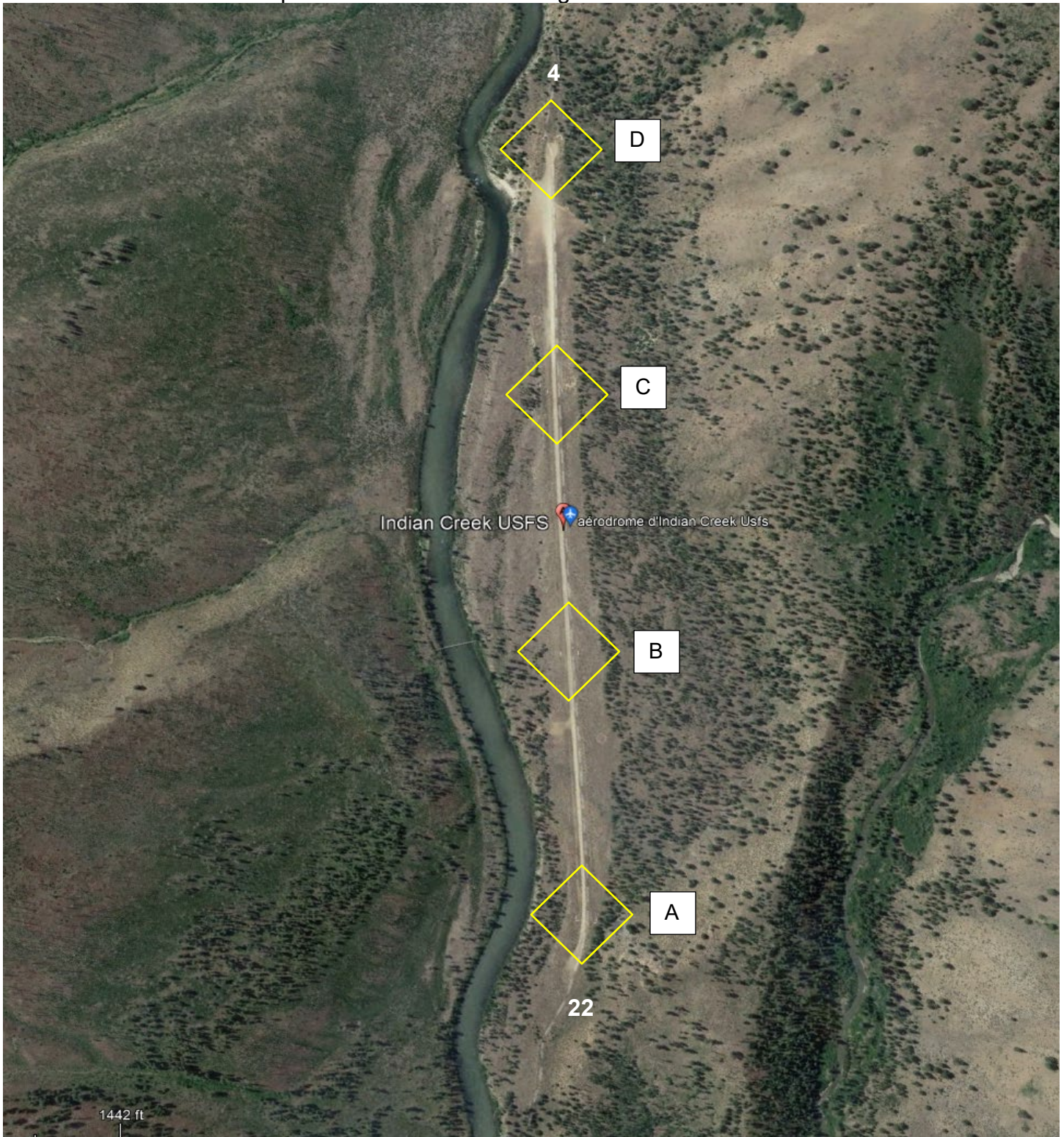


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Pic 13: Indian Creek Airstrip – Overhead Shot showing the BMs





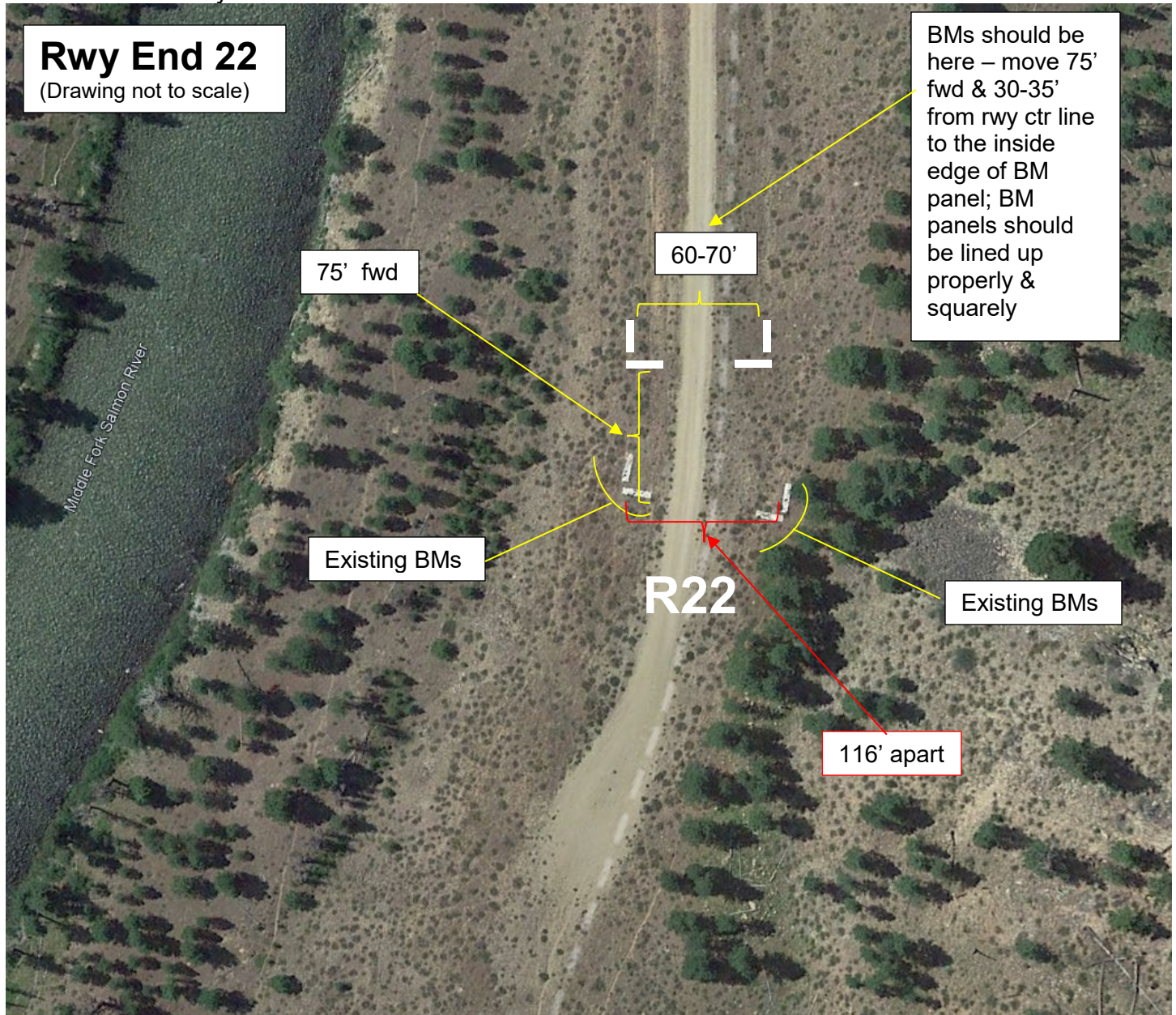


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Pic 14: Area A/Rwy 22







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Pic 15: Area B/First set of Parallel BMs going toward the USFS Cabins/Rwy End 4







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Pic 16: Area C/Second set of Parallel BMs





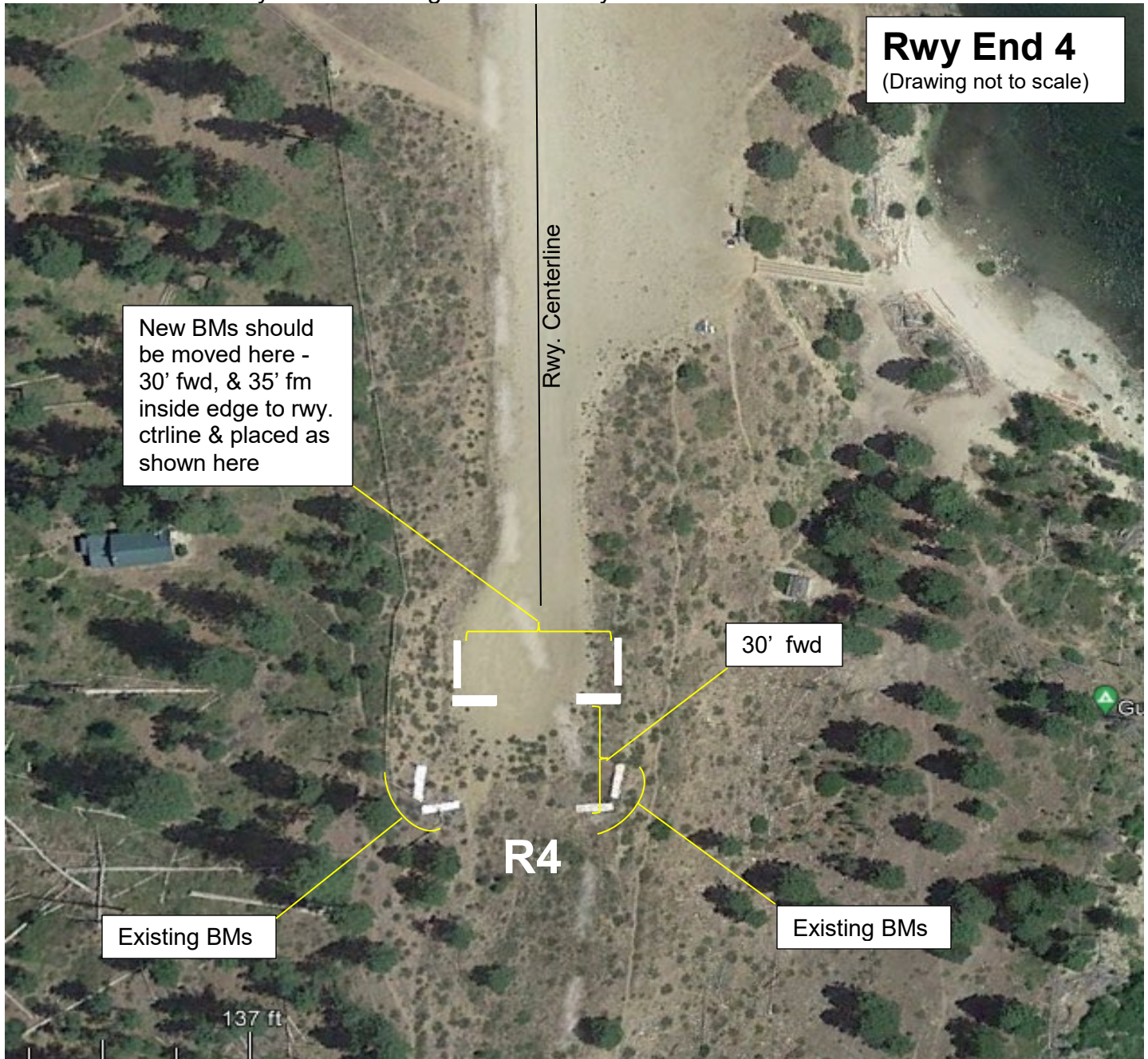


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Picture 17: Area D/Rwy End 4-Looking to the NE/Rwy End 22





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**Miscellaneous/Services:** I saw no other significant changes or safety concerns with neither of these airfields. I hope you find my observations and recommendations helpful. As a courtesy, just let me know when you think you might get a work party out there. If you have any questions about this report or if I can be of any assistance to you, let me know. Thank you and have a great day.

Sincerely,

*Florian Ghighina*

Flo Ghighina  
Airport Inspector/Obstructions Evaluator

cc: Heath Perrine – District Ranger  
Salmon-Challis National Forest

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