



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
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June 26, 2023

Scott Sterett
Payette National Forest Air Officer
500 N Mission St.
McCall, ID 83638

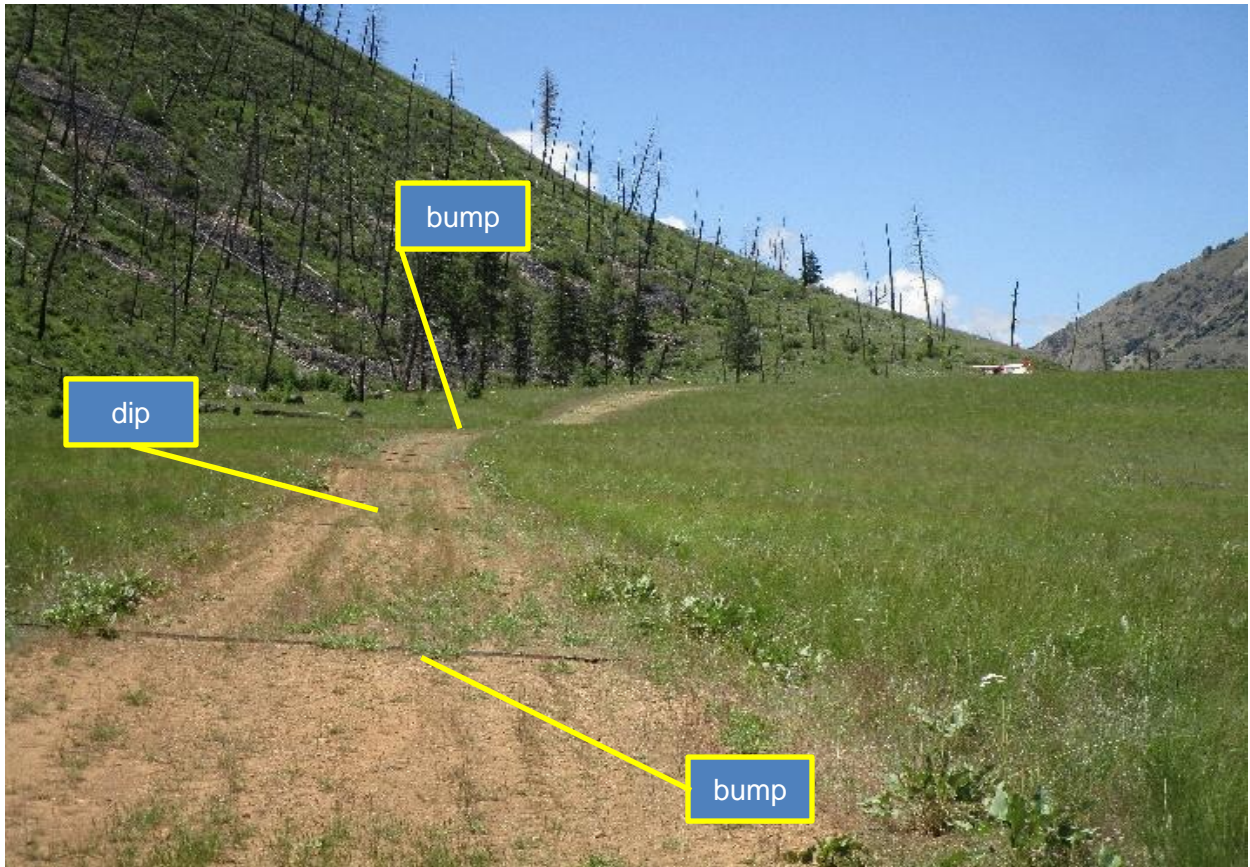
SUBJECT: 2023 5010-1 Airport Inspection conducted June 13, 2023.
(04338. A Soldier Bar Soldier Bar USFS)



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 7-25: At the time of the inspection, the unmarked runway I found to be in fair condition, with the surface continuing to be rough, especially at the midfield area and toward the top on the west end. While very basic in nature, this runway is very challenging due to a variety of environmental factors – it has two major humps and each followed by dips that if you're coming in too fast, it will propel the aircraft back into airborne status if you are not careful....it is a scary feeling especially if you are not prepared for it. Lots of small loose rocks continue to work free from the surface on the west – due to prop wash on take-off. The water diversion rubber bars were all firmly anchored and appeared to be working as intended. No rodent activity was noted. Both approaches continue to remain unchanged and with the same controlling obstructions as indicated in the Airport Master Record – trees at rwy end 7 and a ridge/hill at rwy end 25.



Action items:

1. If at all possible, smoothen out the rwy and get rid of the two bumps in the midfield; do your best to level that area of the rwy and make it as flat as possible.

Tie downs: The tie down area close to rwy end 25 was in fair condition and had ample room to park several small airplanes. I saw no tie down chains present in the area. The dirt/grassy surface had some roughness to it due to the tall bunch grasses (10"-14" tall). I saw no signs to indicate the tie-down area.



Windsock/Standard: The windsock was in good condition, had good color and it showed no rips or tears. The windsock on this airfield did not have a drain hole. The standard was in good working order and had good orange paint, even though I did notice some minor peeling. There was no segmented circle present at this facility.



Miscellaneous/Services: I saw no other significant changes or safety concerns with this very basic airfield. If you have any questions or if I can be of any further assistance, please feel free to call anytime at 208-334-8895. Have a great day.

Sincerely,

Flo Ghighina

Flo Ghighina
Airport Inspector/Obstructions Evaluator
Idaho Division of Aeronautics