Welcome New Members!
Ken Beckedahl, New Smelterville, ID
Tom Wooten, Eagle, ID
John Herr, Henderson, NV
Steve Koepl, Post Falls, ID

Tyler Smisek is a new member and the proud recipient of a Shep-Rock scholarship from the IAA. He recently earned his private pilot license. His brother, Cody, was a scholarship recipient last year.

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More information available at www.idahoaviation.com
Tell our sponsors “thanks!” when you stop by!

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Cascade U70

LEARN MORE & VOLUNTEER
www.aopa.org/asn

Did you know the IDAHO AIRSTRIP NETWORK has a PIREP system so you can submit and receive reports on the conditions of airstrips all over Idaho? It’s fast, it’s easy, and it works better when everyone participates! Just log on to www.idahoaviation.com; click Idaho Airstrips; all the strips with PIREPS are highlighted in yellow. You can submit a report via the tab under Idaho Airstrips, and your photos too! Read the PIREPS before you go, and make submitting a PIREP part of your post-flight routine!

Events Calendar

Dec. 11 Treasure Valley Chapter Christmas Party: The Club Event Center, 7311 W. Potomac, Boise; 6 p.m. no-host cocktails; 7 p.m. dinner, door prizes, silent auction; speaker: Dick Williams; $35/person. $30 if payment received before Nov. 26. reservations must be received by Nov. 30; space limited so RSVP ASAP; contact Nadine Burak 208-861-9056 or Tawni Swann 208-867-4432.

MORE FLY-INS AND EVENTS ON WEBSITE CALENDAR.

Looking ahead to 2013: The Greene Valley Ranch will open to fly-in guests next year. Gorgeous scenery at the western Sawtooths. Golf, fish two lakes or the Salmon’s Middle Fork, enjoy gourmet food in a 17,000 sq. ft. lodge with soaring ceilings, and DO bring your swimsuit for the ultra-clean, always 98° pool. Details, including website and other advance reservation info will be in the next Flyline.

The Flyline is in FULL COLOR online!
Just log on to
www.idahoaviation.com
Click on IAA Newsletters for past and present newsletters
Marsha and I wish all of you and your families a very Merry Christmas. The holiday season is one of our favorite times of year and I, personally, enjoy all the festivities and visiting with our friends.

This season is also a great time to go flying, whether to enjoy the look of new snow on the conifers throughout the mountains, viewing the wildlife out in the open or sneaking into some of the strips along the Salmon River. If you are out there on the 24th, keep a lookout for Santa. I am still hoping he will find room in his sleigh for some new retractable skis for my airplane and that he brings every one of you some small enhancement to your flying experience.

I know I am getting a reputation as a nagger, but I cannot let you off the hook without my annual caution about not starting a flight with any frost on the flying surfaces and, if you are not equipped for it, avoiding in-flight ice all together. Also, do not forget that it is a good idea to pre-heat and carry an appropriate survival kit.

Looking ahead, be sure to renew your IAA membership soon. Remember, the dues will be increasing after the first of the year. I have every reason to believe that next year holds some real promise for significant enhancements to our Idaho flying world and I will do my best to keep you informed of what is developing. For now, let me tell you to keep an eye out toward Big Creek and Greene Valley Ranch. I think you are going to like what is happening there.

We wish you and yours the best for Christmas and a great New Year or whatever holiday you celebrate at this time of year. We look forward to seeing many of you at Christmas parties. Happy Holidays,

Jim

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**District 4 - Magic Valley**

**Galen Hanselman**

The airport in Hailey (KSUN) is mostly known for its beautiful mountain setting, its reputation for offering a port for private jets of the rich and famous, a luxurious FBO—and strong summer crosswinds.

To cope with crosswinds that can routinely exceed the demonstrated crosswind component of many airplanes, the locals have a little secret that may soon be shared with the general public: “Landing at your own risk on the East Side Safety Area.”

Landing on the East Side Safety Area is not a published procedure, nor does it show up on any of the airport diagrams. It came about as a necessity for small airplanes coping with strong crosswinds. When Rick Baird, the current airport manager, was head of Hailey’s ATC tower (15 years ago?), he was approached by long-time Cub pilot, Ben Hurtig.

Ben explained that airplanes had been landing off-pavement at Hailey long before the tower arrived and with respect to crosswinds, the dirt landings were much more forgiving than landing on pavement. Crosswinds present a tremendous side load to airplanes and as the tires touch the pavement, they grab. Grabbing going straight = good. Grabbing going sideways = bad. The fact that the coefficient of friction for rubber against dirt is much less than that of rubber against pavement has been a demonstrable aviation tenet that has saved knowledgeable pilots’ collective bacon for years.

Many think only tail dragger need to pay attention to crosswind landings. Au contraire, my fine feathered friends. The physics are the same - nose dragger or tail dragger. The effect of the crosswind is the same, only the technique for compensating gives the nose dragger a slight edge. That being said, you can screw up anything landing in a crosswind, particularly if it’s squirrelly. And what crosswind isn’t squirrelly?

After considering the safety ramifications of permitting runway landings, Rick agreed with Ben’s assessment and began allowing aircraft to land in an area parallel to RWY 13/31 that became known as the East Side Safety Area. The area is bounded on the east by Taxiway Alpha and on the west by the runway, and bounded on the north and south by Taxiways Alpha 6 and Alpha 5.

There are hazards associated with landing in the dirt. It’s only seasonably available. You have to ask for it. It can be rough and muddy. You do not receive a clearance to land; you receive a “landing at your own risk” from the tower. There are taxiway lights to deal with. Even with the deficiencies of the safety area, Baird’s assessment (and those of the local pilots) is that through the years, it has had a very positive effect on airport safety.

Plans are currently under way to make improvements to the airport to make it more compliant in the eyes of the FAA. In a recent meeting between the airport administration and local pilots, the consensus was that it may be time to officially recognize, designate and publish data concerning the East Side Safety Area. We run the risk of the FAA saying “no” but Rick believes that he can make a persuasive argument for adopting it.

In the meantime, be respectful. If you need it, ask for it but don’t use the East Side Safety Area to practice your off-pavement landings. Go to one of the nearby desert strips. It’s only seasonably available. Don’t get disgruntled if it’s not available. If you’ve never landed on it before, take someone with you who has. It can be difficult to distinguish from the air. It’s short and rough and not suitable for anything much larger than a C-206. But when you need it, it can be a lifesaver. Thanks Rick and Ben.
Wow! It looks like winter is coming to southwest Idaho. There is a “little” snow at the high elevations and the weatherman is promising more.

On October 19th 75Bravo and I followed Bob Patrick to central South Dakota for a week of pheasant hunting. I had my cousin Burke along as a passenger. The hunting was great and the weather was good until the morning we planned to head west back to Idaho. We got up to about an inch of snow frozen to our Cessna 180s and it took until 2 p.m. to get them cleaned off. Thanks to a local ag pilot and his nearly empty hangar, we got the two birds stored for the night so we could be airborne by 9 a.m. on Friday the 26th (a day late).

November 2 was a beautiful afternoon, so I made a quick trip to Atlanta (55H) to look at the strip. While I was walking the strip, I found a broken Dodge Ram emblem from someone’s pickup about 200 feet from the north end. I guess maybe it’s not just airplanes that have crashed at 55H!

My next stop was Weatherby (52U) where the summer forest fires burned right to the edge of the strip; then on to Graham (U45) where elk hunters were set up with three different camps on both ends of the strip plus one in the middle. I did talk to two of the hunters who claimed they shot no elk there.

On November 11, Colleen Back organized a small group of us to go to Mackay Bar for what turned out to be our last breakfast there for the season. We had five aircraft and 12 hungry people plus one dog.

The 18th of November I took a quick flight to Owyhee Reservoir to see the condition of Pelican Point airstrip. However, there was standing water from rain the day before. I decided not to land so I would not have to wash 75Bravo when I returned to Caldwell.

About 14 years ago at a Treasure Valley Chapter Christmas party (my first) we had the privilege of sitting at the same table with Mr. & Mrs. Jerry Terlisner. I had a problem pronouncing his last name which J.T. explained was not abnormal. He said it is really easy, “it is just like it sounds Ter-lis-ner”. After listening to the way others pronounce his last name, I decided to share this with you and make it easy like he did for me. Jerry also said it was OK to call him J.T. instead of mispronouncing his last name. J.T. is by far the best volunteer IAA/Treasure Valley Chapter has ever had. Thank you J.T.

By the time you read this, the Treasure Valley Chapter Christmas party will probably be history (December 11). I will report on Dick Williams’ program next month.

Don’t let your skills get rusty over the winter….fly every chance you get!

Merry Christmas & Happy New Year,
Wayne Thiel N4775B
208-890-8866
wthiel@idahoflyer.com

A pilot based at IDA called the tower this month to let them know about a safety hazard west of the airport. This is going to sound a bit bizarre, but stay with me.

There is a falconer who operates west of Idaho Falls airport. Near as the Tower manager can tell, he is inside five miles and within the Class Delta surface area. He raises falcons and uses a kite to train them. Apparently, the falconer puts food on the kite and sends it up as a training device. The kite is blue in color, 8 feet tall, and is operated with 80 pound “spider wire.” The kite is capable of being raised 1,800 feet above ground.

Pilots have encountered the kite operating west of IDA in the practice area at 1,000 feet AGL. Traffic pattern altitudes for IDA are: 500 feet AGL, 1,000 feet AGL and 1,500 AGL. Apparently, there are no streamers, etc. per CFR Part 101 and there haven’t been any NOTAMs issued for kite operations west of IDA. In addition, ATC is not aware of any waivers issued by the Western Service Area for kite operations west of IDA. Until this gets straightened out, be on the lookout for a kite on steroids (with dangling pieces of meat). Much of the above note was plagiarized from the Idaho tower manager Taleesha Hillman.

In other news, I recently opted to drive (rather than fly) to Boise, to participate in the Nez Percent/Clearwater Forest planning collaborative group. The process of forest planning is democracy in action (in other words, a personal tour of the sausage factory floor). But like voting, the right to participate in the process of governance is an honor. I deeply appreciate the fact that aviation has a seat at the table. The airstrips in the NPCFS include Dixie, Moose Creek, Fish Lake, Orogrande, Shearer, Cayuse and Wilson Bar. I am on the group as part of my role as the Idaho Liaison to the Recreational Aviation Foundation, but it’s important to be involved as an IAA person as well.

My preferred mode of transportation to get to the meeting was to fly, but I realized that since it was snowing outside, the ceiling was 800 feet and my weather briefing was starting to require highway web cams, perhaps driving would be prudent. So my last thought is this, if you are starting to look at webcams to see if you can get out, maybe it’s time to leave the plane in the hangar.

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See a problem at an Idaho airstrip? Tell us!

Please log on to www.idahoflyer.com, go to “Idaho Airstrips” and scroll down to “Airstrip Maintenance” to submit your report.

The Idaho Airstrip Network Coordinator, Larry Taylor, will contact the appropriate agency, group, or property owner to seek remedies ASAP. You can also leave a PIREP and upload your photos. Let’s work together to keep Idaho’s backcountry airstrips as they are: second to none!
As I was putting this month’s Flyline together, I had a big “learning experience”. Usually that means I made a big mistake, survived it, and looked back to see how stupid I was. All of us carry some inner self-assessment of our piloting skills, and hopefully we lower that bar, at least temporarily, if we’re rusty or tired. I know I do. But when it comes to health and physical fitness, I have perhaps been guilty of over-confidence. Good dietary habits and daily strenuous exercise have afforded me a lifetime of super health and many physical accomplishments. So when I got stomach flu a month ago, I recalled it had been 24 years since I’d been that sick. But I kicked it within a few days and was back in the gym—except for a couple of nagging symptoms, and that little voice, which I chose to ignore. The Sunday before Thanksgiving, I came down with another bout of fever, then suddenly gained nine pounds in three days despite being unable to eat. I crawled upstairs and searched WebMD, suspecting kidney problems, and it appeared I was right. By the next day I could hardly breathe, and the doctor confirmed I had a kidney infection. My kidneys were in the early stages of renal failure due to not treating the infection that began a month ago.

At this point we can turn to aviation and ask ourselves: How many people have died in airplane crashes by not listening to that little voice that something isn’t right, or by not turning around right away? Though low-time, less-skilled pilots may be more prone to errors of judgment, physics and/or lack of visibility have claimed many experts. Legendary pilot Scott Crossfield suffered an in-flight breakup of his 210 after penetrating a thunderstorm (though it was partly the controller’s fault for giving inadequate warning). Sparky Imeson and Art Lazzarini, both backcountry legends, perished as they continued into deteriorating weather. How about the fellow in the Stinson last summer, continuing his takeoff from Bruce Meadows with deteriorating weather. How about the fellow in the Stinson last summer, continuing his takeoff from Bruce Meadows on a hot day when it was obvious the plane couldn’t really fly? Haven’t we all watched that video and said, “Quit, man! Pull the throttle!”

We recently spent a week on the Big Island of Hawaii. This island is dominated by twin volcanoes of just under 14,000 ft. MSL each. No question, that’s mountain flying. Hawaiian volcanoes are so vast, and rise so gradually, that many times, I’m used to mountains that tall. But these two volcanoes are so vast, and rise so gradually, that although I spent a week looking at them both from the ground and in the air, they truly appeared about 5,000 feet tall at most. I also saw clouds accumulate and dissipate on the windward side of those peaks, and there lie the twin troubles that have resulted in wrecked aircraft being strewn across the windward slopes of those volcanoes. Pilots do not realize the terrain is rising ahead of them because it is gradual, they’re enjoying the stunning scenery below, and a ceiling can sometimes form overhead. This is particularly hazardous when a pilot is flying in one of those gorgeous green canyons loaded with waterfalls cascading hundreds of feet—where is that water coming from? The nearly continuous rain on the windward side, which comes out of clouds of course. People wait too long to turn around, and it’s suddenly too late. I also recall how, in 2002, on a lovely summer day in southern California, three experienced formation pilots flew their Bonanzas up the wrong canyon near Santa Barbara. The last pilot radioed ahead, “Can you get out?” Seconds later, the first two aircraft impacted the mountains, killing six people. The third pilot still had room to turn around.

Sitting here today, I feel like I just made that tight turn, wincing as the wingtip neared granite in a no-win box canyon. By tomorrow I expect to breathe easier, with lowering terrain ahead. Why did I wait so long to take charge of my own health, especially since my excellent doctor is only a short drive away and open long hours to walk-ins with no waiting? Perhaps overconfidence in my body’s ability to heal itself, and not listening to that inner voice that says there is something wrong. I don’t believe I’ll make that mistake with my health again. I’d already learned these lessons long ago in aviation: If weather ahead begins to deteriorate, turn around! If you’re instrument-rated and conditions will permit you to penetrate the clouds safely, get your pop-up clearance, get out your charts, and program your avionics in the clear before you enter the clag. VFR pilots simply must turn around, immediately, and don’t wait till the last moment—clouds may close behind you. If you think you may have turned up the wrong canyon but aren’t sure, turn around right away and sort it out when you’re in a safe place, preferably above all the terrain. You can see better from above anyway. Flying Idaho’s backcountry takes specialized skills. If you have them, you have just cause to feel proud. But please don’t ignore that inner voice, because even the experts sometimes wait until it’s too late.—Editor

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This fictional interpretation is based on an actual Idaho backcountry accident involving a Cessna 182 in April 2003; the author’s interpretation of what it may have been like to be involved in the accident. Refer to AOPA’s Aviation Safety Institute for NTSB accident report number SEA03LA074.

The forecast was VFR; my flight from Caldwell would be just over an hour, landing at an airstrip on the Salmon River’s South Fork. I took off before noon from KEUL for an airstrip on the Salmon River’s South Fork. Climbing out over the mountains, I noticed the cloud bottoms at 7,500’ with clear sky and a smooth ride. A great way to start out.

Picking my way through the scattered layer, I soon got on top. Now I could see several miles ahead, where the tops looked a little higher; here they were 9,500’. Soon I passed by Warm Lake, which was partly visible and the highest tops had built to 10,500’ and becoming broken. The flight was smooth on that bright day, but the tops continued to rise. I was thinking the clouds would be lower further north, and thin out enough for me to get down through. But I kept having to climb to stay above those tops; in some places they were nearly overcast. I kept thinking there would have to be some openings farther north, so I pressed on, staying out of these pesky tops.

After about forty minutes and almost abeam McCall, I still had to climb. This wasn’t what I wanted. Clouds below were now completely overcast. Looking for a hole; still 25 miles from destination. It didn’t look better to the north, and I found myself climbing through 12,000’. At that moment, I wished I’d turned around back at Cascade! But it didn’t look any better behind me.

I turned to avoid a big cloud top, and soon had the power at 2,600 RPM and 16” manifold pressure—all it had—grazing the tops at 13,000! That’s when I got scared. I was now only cloud-dodging, and uncertain of my exact position! I selected full cabin heat and full defroster—it was certain I would go into—and stay in—the clouds!

In and out of tops and getting light rime with each top I penetrated. I selected ‘nearest’ on my new GPS for a list of nearest airports. Big Creek was 10 miles east; finally I knew roughly where I was. It was very hard to keep control, for by then I was fully in the clouds. I hadn’t been IFR very long, but my fear and confusion made me wish I’d brought my portable oxygen. I was having trouble flying instruments, looking for a way out, and not thinking clearly.

Ice was forming on the windshield and some snow was building on the front of the tire. I double-checked defroster on and full cabin heat. I made a left 180 and thought I was over the S. Fork Salmon, hoping for lower terrain below.

I couldn’t hold altitude and was having trouble maintaining wings-level. There were many distractions, and I couldn’t see out the windshield. Looking out the side windows confirmed I was in thick clouds. I was really getting confused.

The aircraft speed had dropped to 90 and with a 500 FPM descent, I noticed the engine sounded rough, seeming short on power. Pow! I was startled by an abrupt engine backfire. I had left the mixture too lean for this lower altitude I was at! I quickly richened the mixture and the engine started running better. Managing all these problems made it difficult to maintain control. The aircraft kept sinking, and the controls felt sluggish. I just assumed I was over the South Fork and would descend into its lower elevations. The turbulence in clouds sometimes made the stall horn sound. I felt hot and the instrument flying took all my concentration.

Descending through 10,000’ I felt a skin-tingling panic. I looked frantically for some break in those clouds; a hole of any kind. After a very difficult minute or two, off to my left, it looked lighter… “Aha, there’s a hole! Not very big, but I’ve got to get down out of this mess”. So I dived down with the power off—not caring about limiting speeds or anything else—but I did remember to pull full carburetor heat. Shortly, I could see a vague outline of terrain, maybe 1,000’ below, that looked like a lake or open area. It was white, flat, and tree-lined. It was hard to see because of the snowstorm I was in. Even with the extra airspeed from the dive the aircraft was not flying well. There was just a tiny hole the defroster had melted, and I noted the altimeter about 7,500’.

It looked like a valley or lake below, tree-lined, and fairly long, but with no way out. I decided my only option was to land on that white surface and hope for the best. I made a firm touchdown with high power, and next I felt the aircraft make an abrupt slam into something, and then a violent tumbling, and everything went dark…..

I was found accidently by a couple of snowmobilers, two days later, and eventually recovered from my serious injuries. But that’s another story. There are many lessons here—some obvious, and others not so. Pilots ought to discuss how they would handle a situation like this. Here’s an AOPA “Real Pilot Story” about in-flight icing:

http://flash.aopa.org/asf/pilotstories/iceambush/iceambush.cfm#oid=10ZG9zNjqNF8Kece4QLmG5Im8-olNioU
when the air taxi folks are busy flying, follow our IPAD format. Just listen to them, or, to USAF prodigy Big Jim Davies. The report format they use is right--because it's complete, standard, and concise.

So, if you're flying from Cascade eastbound, and I'm a bit south of Deadwood northbound, the most important de-confliction information to me is your POSITION. Are we near each other? Next is ALTITUDE: Are you at my altitude? Of course, we are both on 'backcountry common' 122.9! Good. Now, if your reported position and altitude could pose a collision potential, then your DESTINATION (or Direction of flight) is the final piece of your IPAD report that tells me if I need to talk to you--using my IPAD report--so we can get our eyes on each other--or possibly even make corrective action, often by altitude separation.

Am I re-plowing plowed ground? I don't think so. Yes, we still have an opportunity to excel by improving our reports. Some reports are confusing because they are out of sequence, or are missing elements. After listening to many backcountry reports this summer I know we can do better.

1. What is wrong--or right--with this Idaho backcountry radio call? "Purple and white Cessna over Stibnite going to Johnson Creek".

Right stuff: stating the present location and destination. Wrong stuff: using a non-specific call sign, and failing to report altitude. Remember IPAD!

2. How about this one. "Miracle Air Zero-One, nine point five, headed for Challis, over Greyhound".

Right stuff: all essentials reported. Wrong stuff: wrong sequence, except call sign. IPAD!!

3. Here's another. "Area traffic, Kuna Air Zero-One, over Greyhound, 9,500, for Challis, area traffic."

Right stuff: all essential items and in proper sequence. Wrong stuff: using 'area traffic' twice. Because Kuna already reported over Greyhound, neither 'area traffic' call is necessary. (Kuna already gave her position, so why say 'area traffic? Twice!)

Our objective is to convey our position in the most useful, concise, and abbreviated format.

Another reason to use your normal call sign is for your own benefit. If we become overdue or missing, search personnel will contact airports, FBOs, air taxi operators and other pilots who may have been on the radio that same day you became missing. They will be asking these people about your aircraft by call sign, not "Purple Stinson". Sure, at major gaggles such as Oshkosh or Johnson Creek fly-ins, "Purple Stinson" is fine in those overcrowded traffic patterns. If you go down it will be obvious to the crowd, plus the visual element helps with in-pattern de-confliction.

Because the subject is "Hear This", let me make a 'pitch' for something else that will benefit our backcountry reputation. This pitch is made to pilots who use high RPM power settings when high power isn't needed. Yes, I'm referring to those piercing supersonic propeller sounds generated by some of our popular backcountry machines. You've heard them on takeoff many times. That's fine, but as you enter the pattern, why not wait to select high RPM until you begin the descent for base and final? Most of us flying back here are quite experienced, and can finish our 'Before Landing' checks on base or rolling out on final. No need to shove everything forward way out on an extended base! By keeping RPMs set low until at reduced MP, and using normal pattern speeds and power, you will have a much quieter sound footprint. I recently heard a couple aircraft on downwind at Big Creek using what sounded like max RPM! Maybe they didn't know they were making that very shrill, obnoxious, and certainly unnecessary racket. Other similar planes came in with only a whisper.

The same can be said for climb-outs. A lot of climb power is available from most of our machines without all the high-RPM screaming. No, I'm not saying don't use enough power for a safe takeoff and climb. I'm saying 'enough power' can be produced at many combinations of MP and RPM, as you already know, so why not climb using the quieter combination that will still do the job? Think about your personal technique and see if you can keep from offending those people who want us banned from the backcountry and Idaho Wilderness.

Oh, yes, and thanks for hearing me out!

Book Review
Dick Williams

Richard H. Holm Jr. has just released Bound for the Backcountry: A History Of Idaho's Remote Airstrips. It is a wonderful book of coffee table quality and a must for every aviator, historian, and adventurist interested in Idaho backcountry history.

The variety in this book has something for almost everyone. You don't have to be an aviator to enjoy this book. The stories of hardy individuals who homesteaded, built ranches and lodges, and loved and lived in the Idaho backcountry are on almost every page.

Have you ever wondered how many Travel Air 6000's have been associated with the Idaho backcountry? Or wanted to know the history of each aircraft in detail? How about the same for Ford Trimotors?

Not your primary concern? Okay, how about the name and location and history of every backcountry airstrip and pilots and their accomplishments and stories, from the 1920's to present day?

Maybe you prefer pictures! Would you like a beautiful book to display in your living room or den with over a thousand black and white pictures, many never seen before?

Bound for the Backcountry has all this and more. It's by far the most comprehensive book on Idaho backcountry aviation ever available, and is bound to become the new standard that similar books will be compared to.

I highly recommend this new book by Richard Holm. The cost is $59.95 plus shipping; available through Facebook (Bound for the Backcountry), select book stores, or boundforthebackcountry@gmail.com. Signed copies are also available direct from the author from the email address or Cold Mountain Press (c/o), Richard H. Holm Jr., P.O. Box 294, McCall, ID 83638.
IAA won’t let them forget!
Public Law 96-312
The Central Idaho Wilderness Act of 1980
Permitted land uses; continuation.
Aircraft landing.
SEC. 7. (a) Within the River of No Return Wilderness and the Selway-Bitterroot Wilderness
additions designated by this Act-
(1) the landing of aircraft, where this use has
become established prior to the date of enactment
of this Act shall be permitted to continue subject
to such restrictions as the Secretary deems
desirable: Provided, That the Secretary shall not
permanently close or render unserviceable any
aircraft landing strip in regular use on national
forest lands on the date of enactment of this Act
for reasons other than extreme danger to aircraft,
and in any case not without the express written
concurrency of the agency of the State of Idaho
charged with evaluating the safety of
backcountry airstrips.

MISSION STATEMENT
“The Idaho Aviation Association’s mission is to
represent its members in forums where decisions are
made that affect general aviation; to keep its members
informed about aviation issues; to work with public and
private entities for the preservation, maintenance and
enhancement of aviation facilities; and to promote safety,
education and public understanding of general aviation
in Idaho.”
We invite everyone interested in aviation to join us in our
efforts. Thank you for your support!

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