Flying The Idaho Back Country

JIINI HUDSON T-Craft Safety / Nembership Director April 23, 2014

Introduction Backcountry Tour, Popular Strips & Resorts Requirements, Preparation and Training BC Weather-Bill McGlynn Johnson Cr. Reccomended Procedures, other popular strips BC Accidents & A

What is Backcountry, Nountain, Canyon Flying ?

Flying over or in beautiful but rugged mountainous terrain,

or in deep canyons.

Mountain Alying is very unforgiving -A very narrow margin for error !

The more challenging strips are typically narrow, short, and at high elevation

Upper Loon Cr 5500° elevation 2500° length The weather can change quickly, in many cases be micro-systems within a small area

Mountains don't need practice to bite you in the knickers John Goostry, retired FAA Safety Specialist

Part Time Pilots, Full Time Nountains

Lets take a tour of some of the more popular strips





T-Craft BC Policy Classification of Air Strips Galen Hanselman's Fly Idaho Relative Hazard Index RHI

Level I Airports* RHI 1-9	Level II Airports* RHI 10-19	Level III Airports* RHI 20-28
Level I Airports* RHI 1-9 3 Priest Lake (67S) 4 Smith's Prairie (2U0) 4 Murphy Hot Springs (3U0) 5 Cavanaugh Bay (66S) 5 Magic Reservoir (U93) 6 Elk River** 6 Midway (U37) 6 Bear Trap (1U0) 6 Fairfield (U86) 7 Laidlaw Corrals (U99) 7 Grasmere (U91) 7 Cox's Well (U48) 7 Big Southern Butte (U46) 7 Stanley (2U7) 7 Garden Valley (U88) 7 Idaho City (U98) 7 Smiley Creek (U87) 7 Antelope Valley (U92) 8 Hollow Top (0U7)	Level II Airports* RHI 10-19 10 Slate Creek (1S7) 10 Memaloose (25U) 10 Landmark (0U0) 11 Twin Bridges (U61) 12 Chamberlain (U79) 12 Magee (S77) 12 Pine (1U9) 13 Elk City (S90) 13 Flying B 13 Greene Valley Ranch 14 Big Creek (U60) 14 Johnson Creek (3U2) 15 Lord Flat 15 Sulphur Creek 15 Indian Creek (S81) 17 Warren (3U1) 18 Orogrande 18 Cayuse Creek 19 Mackay Bar	Level III Airports* RHI 20-28 20 Weatherby (52U) 20 Graham (U45) 20 Cold Meadows (U81) 21 Deadwood 22 Bernard (U54) 22 Krassel (24K) 22 Upper Loon Creek (U72) 23 Rogersburg 24 Moose Creek (1U1) 24 Thomas Creek (2U8) 26 Dixie Town 26 Fish Lake (S92) 27 Dug Bar 27 Pittsburg 27 Wilson Bar 28 Shearer (2U5) 28 Big Bar 28 Mahoney Creek (0U3) 28 Cabin Creek (I08)
8 Copper Basin (OU2) 9 Warm Springs (0U1) 9 Henry's Lake (U53) 9 Bruce Meadows (U63)	19 Dixie USFS (ID05) 19 Atlanta (55H)	

Garden Valley



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GV Fly-in Breakfast June 21st

GV Fly-in / Breakfast

Warm Springs

Level 1

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Smiley Greek



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Short Final Smiley Cr.

Pete Glick at Smiley Cr

Redfish Lake - Mt Heybern



Bill McGlynn





Sulphur Creek

Level 2











Mark Pfeifer

Jeff Vanhoozer

Ben Brandt

Jeremy & Mindy Hudson

JH

Doug Becker - Jim Hudson
Indian Creek



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Charles Merrell Dan Johnson

Flying B Ranch



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Big Creek

Level 2



Big Creek Lodge before the 2008 Fire

Idaho Aviation Foundation http://idahoaviationfoundation.org/

To benefit general aviation in Idaho by supporting initiatives and projects designed to maintain, upgrade and develop airstrips, improve access, and promote safety at backcountry and recreational airports.





2014 BREAKFAST EVENTS:

June 21 (8-10am) June 28 *8-10am) July 19 (8-10am) August 23 (8-10am) September 6 (9-11am)





IDAHO FLY-IN BACKCOUNTRY LODGE ESCAPES

A REFERENCE GUIDE FOR PILOTS & GUESTS (Feb 2014)

Compiled by: Idaho Aviation Foundation (www.idahoaviationfoundation.org)

This guide is available via email with ANY donation toward the Rebuild Big Creek Lodge project www.rebuildbigcreek.com – info@rebuildbigcreek.com





B - C Ranch

Diamond D Ranch



Diamond D Ranch View



Sulphur Creek Ranch



Middle Fork Lodge



Sulphur Creek Banch

Ideho Aviation Foundation

www.rebuildbigcreek.com

info@rebuildblacreek.com

Johnson Creek

Level 2



Mackay Bar Level 2

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Moose Creek

Level 2 long rw Level 3 short rw

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Cabin Greek

The air strip



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Other Backcountry Lodges

B-C Ranch (Silver Cr off Camas Cr) Diamond D Ranch (U. Loon) Greene Valley Retreat (Atlanta) Middle Fork Lodge (Thomas Cr.) Root Ranch (W of Cold Meadows) Silver Spur Lodge (Dixie Town) Temperance Creek Ranch (OR side of Snake in Hells Canyon) West Fork Lodge, (S of Hamilton, MT) Minam River Lodge, OR (next to Red's Wallowa)

Other great getaways, but near paved roads: o *Cavanaugh Bay (Priest Lake)* o *Smiley Creek Lodge/Redfish Lake Lodge* Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.

Getting Started

T-Craft BC Pilot Requirements

Generally accepted requirements: FAA / AOPA/ Mtn. Flying Clinics. At least 150 – 250 hrs of PIC with 50-100 hrs in M&M, 10 Hrs M&M within 90 days.

T-Craft BC Policy Brief

- To start, each level requires minimum of 5 hrs of within 60 days in Make & Model. Your check-out with BC CFI can be included in this time.
- Level 1 150 Hrs total, 50 PIC make and model
- Level 2 250 Hrs total 75 PIC make and model, minimum of 20 take-off landings at minimum of 8 different Level 1 strips
- Level 3 325 Hrs total 125 PIC make and model, minimum of 50 take-off landings at minimum of 8 different Level 2 strips
- After checked out: Annual refresher ground class and min of 1 hr mtn flying practice in M&M within 30 days prior to heading into the BC.

THE BASICS

•KNOW THYSELF •KNOW THE AIRCRAFT • KNOW THE ENVIRONMENT Get instruction from approved backcountry CFI or take one of the BC clinics.

KNOW THYSELF

YOUR ATTITUDE!! – Knowledge and Skill don't make up for BAD Judgment.

"Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills."

Good judgment comes from experience, experience usually comes from mistakes or BAD judgment (Preferably someone else's)

NEVER BECOME COMPLACENT – OR OVER CONFIDENT

Remember: Part Time Pilots - Full Time Mountains.

SET AND ADHERE TO PERSONAL LIMITS

- Winds, Weather Forecasts, Health, D.A., Smoke

KNOW YOUR AIRPLANE & YOUR SKILLS

The three most important things: <u>Slow Flight</u>, <u>Slow Flight</u> <u>SLOW FLIGHT!!</u>

(helps you become <u>one</u> with your aircraft and comfortable if you need to get slow as in a canyon turn)

Know your aircraft performance and your ability to perform

Feel the Effects of Density altitude – Practice at an altitude that will simulate the altitude you will be flying in the specific aircraft you will be flying (not M & M)

PREPARATION - SKILLS

KNOWLEDGE

- REVIEW KNOW POH; PERFORMANCE CHARTS, RECCOMENDED SHORT/SOFT FIELD PROCEDURES, Vx, Vy, Va, Best Glide.
- DO DA, PERFORMANCE CALCULATIONS FOR AIR STRIP YOU WILL BE USING FOR PRACTICE. (determine max temp limit for safe departure)
- FLIGHT PLANNING FUEL/WEIGHT TRADE OFF'S/ROUTE
- REVIEW WEATHER, SOURCES OF INFORMATION, WEB CAM'S

SKILL PRACTICE – TUNE UP (at DA altitude you'll be)

- SLOW FLIGHT, LEVEL, TURNS, CLIMBS, DECENTS IN SLOW FLIGHT
- SHORT/SOFT TAKE-OFF (COMPARE ACTUAL TO POH T/O & R.O.C)
- SHORT FIELD LANDINGS (HIT TARGET WITHIN 100' CONSISTANTLY)
- CANYON 180 TURN (MODIFIED CHANDELL)
- EMERG PROCEDURE BEST GLIDE
- DETIRMINE POWER/AIRSPEED, STALL SPEEDS AT VARIOUS FLAP SETTINGS AND CRUSE/APPROACH CONFIGURATIONS.

KNOW YOUR AIR SPEEDS

At 8000 - 10,000 DA, determine Power (MP/RPM) setting with respective flap settings at Mountain flying air speeds: Test altitude: / DA Weight Flaps Airspeed Power Cruse Slow Cruse Va **Canyon Speed:** Landing - Downwind Landing - Final Takeoff Vx Takeoff Vy

KNOW YOUR AIR SPEEDS - MCA / STALL

At 8000 - 10,000 DA, determine Power (MP/RPM) setting at MCA and stall with flap configurations and typical weight. Test altitude:____/ DA_____ Weight_____

<u>Flaps</u>	MCA Stall	Power
		MP/RPM
<u>0</u>		
<u>20</u>		
<u>40</u>		

Ba	sic Information							
	Aircraft Ident: N7593S	Aircraft Type:	C-182Q	Departure Date:	12/18/2007	Departure Time:	9:00 Arrival Time	12:00
20								

Fuel - 75 Gallons MAX Useable	65.0	T
Planned Trip Time	3.0	Hrs.
Payload (Pax & Baggage)	550.0	
* Range @ 74% PWr =12.7 GPH	5.0	Hrs.
Fuel Reserve Time	2.0	Hrs.

Enter data in highlighted blocks			
Max Gross Weight	2950		
Take-Off Weight	2754	93%	of Gross
Over/Under weight	196		

* Range based on POH Fuel Burn @ 74% power, 8,000' Std Conditions - may be more or less depending on leaning, DA, other factors.

Weight and Balance	e at Depa	arture			
Loads		Weight (Pounds)		Arm (Inches)	Moment /1000
Empty	Aircraft:	1823.3		36.78	67.07
Front Passengers:		220.0	250.0	37.0	17.4
Rear Passengers:				74.0	
Area 1 Baggage 120# Max:		50.0		97.0	4.9
Area 2 Baggage 8	Area 2 Baggage 80# Max:			115.0	3.5
Departing Fuel :	63.5	381.0		47.8	18.2
Grnd Ops (Gal):	1.5	1			
	l otals:	2754.3		40.3	111.0
	CG =	Total Mom	ent / Tota	l Weight:	40.3



	At Gross Wt	At Take Off Wt	At Land Wt.
Va	111	107	103
V BG	70	68	65
V S0	45	43	42
VS1	48	46	44
Landing @ 1.3 Vso	59	57	54

3

Loads		Weight (Pounds)	Arm (Inches)	Mom∉ /100
Empty Aircraf	t:	1823.3	36.78	67.0
Front Passengers	S	470.0	37.0	17
Rear Passengers	S:		74.0	
Baggage (Area 1):		50.0	97.0	4
Baggage (Area 2):	30.0	115.0	3
Arrival Fuel (Gal) 25.	4	152.4	47.8	7
I otals	s:	2525.7	39.6	100
CG = Iota	M	oment / I ota	Weight:	39



Graphic illustration of not knowing Self / Aircraft / Limitations

Excerpt from NTSB Report: On June 30, 2012, about 1405 Mt DT, a Stinson 108-3, was substantially damaged after impacting terrain during initial climb near the Bruce Meadows Airport (U63). The certified <u>commercial pilot</u> sustained serious injuries, and the <u>three</u> passengers sustained minor injuries.

MYL ASOS at 19:51Z was 27 C (81F), BP 30.00, wind 160@8. U63 is 6370', DA = 9,050' !!



Bruce Meadows Stinson Video

Not knowing Your Limitations



KNOW THE ENVIRONMENT

Study and learn as much as possible in the following areas.

Learn the geography and major landmarks, (peaks and drainage's) of the area in which you are flying. Google Map/ Earth can help.

Plan your route through drainage's, meadows – DON'T go GPS direct.

- Be familiar with local mountain & Canyon weather
- Know specific details of airstrips you are using
- Approach and departure routes, Unique Hazards, Lighting conditions.

IAA web page www.idahoaviation.com – Idaho Airstrip Network. www.shortfield.com Airport Explorer. Both have airport directory's with google maps/satellite and topo views, descriptions and in some cases pilot reports, photos, and video's

Status of State Owned and Operated airstrips – including photo's of many: http://www.itd.idaho.gov/aero/Technical/AirportStatus.htm

However, this does not take the place of going in with an instructor or experienced BC pilot.

KNOW THE ENVIRONMENT

EXAMPLE – INDIAN CREEK

- Sectional Chart Overview
- Idaho State Aeronautics Chart Smart phone/iPad apps
- Fly Idaho Book
- Shortfield.com Topo/Goggle Maps / photo's/ video's / comments
- Idaho Aviation Association Air Strip Network Pilot reports, photo's
- YouTube some good/bad and ugly







AIRPORT CAUTION • The IAFD cautions: "Other traffic confined to same canyon area. Special consideration should be given to density altitude, turbulence, and mountain flying proficiency. Pistol Creek airport located 2.5 miles upstream. • USFS recommends remain in main canyon when departing up or downstream. • Do not attempt to climb out side canyons. • Close flight plan prior to landing. • No winter maintenance." • Info:(208)879-4106 USFS Middle Fork District, Challis, Idaho.

Idaho Aviation Association.com

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RULES OF THUMB

- Do not fly in the Mountains with winds aloft in excess of 25 Knots - less with less experience.
- Plan to arrive / depart by 10 AM or late evening when winds are calm and temperature is cooler.
- Always have an OUT
 - Be able to turn to lowering terrain.
 - Have a emergency landing area in mind
 - Be able to turn 180 in Canyons.
- 50% Runway Rule if not at 70% rotate IAS at 50% of runway length - ABORT.
- Approach ridges at 45° angle before crossing.
- In Canyons always keep river under your arm pit.
- Land Up River Take Off Down River
- WIND, HEAT and TURBULANCE ARE OUT TO GET YOU

Practical Tips – John Baglien

SLOW down before entering approaching airstrip – shock cooling and runway check-out.

Stable – Constant airspeed, Power on, Full flap approaches.

- Physical landmarks provide glide-path checks. (e.g. Cabin Creek, U. Loon)
- Stable approach allows early recognition of and correction for departures from norm, i.e updrafts/downdrafts/sinkers over water/marsh
- 15" MP (turbo 206) 12" MP C182 allows a smoother, more rapid power response to deal with unexpected downdrafts.

Landings

All landings are spot landings, but if it is not necessary to hit the end of the strip, then don't try – it makes passengers nervous and reduces your margin of safety. Temper takeoff calculations with local knowledge and conservative judgment.

Takeoff into wind may produce rapid initial climb out, but leave you climbing into downdrafts.

Downwind will degrade takeoff and climb out performance, but may allow you to climb into updrafts as you cross canyon.

B C Weather

Bill McGlynn

Break I

Johnson Creek Recomended Operating Procedure

As per Google Earth posted on FB

For anyone who hasn't flown into JC yet and may want to read what came across doing a Google search looking for reviews of camping/ flying there:

Flying here is a slightly tricky approach and departure but quite doable. Overfly Yellow Pine at 9000', then circle descending to about 6000, follow the canyon south, it does an S turn, and you must be at 5000' (120' AGL) when you break out 1/4 mile north of the runway. Use your radio 122.9 and call frequently on your approach from Yellow Pine - planes are departing back towards you! Bear a bit to the right so if you do have to pass someone coming the other way you will have room to pass. You can also fly a full pattern over the airport but again, high altitude, and close quarters make this procedure too rich for my blood with 150hp in a 56 year old Piper. Avoid flying during mid-day heat, 5000' elevation can lead to very dangerous density altitude. research this one, perfect your short field, high altitude procedures and then go with some friends, stay under gross, and use good judgment. I would not want to try a go-around here.



www.itd.idaho.gov/aero/Publications/publications.htm

Johnson Creek (3U2)

Recommended Standard Operating Procedures Produced by the Idaho Division of Aeronautics Revision 14-01



Preflight Planning

Several times each year, Johnson Creek (3U2) has the highest concentration of aircraft among the vast network of Idaho backcountry airstrips. Careful reading and adherence to the procedures in this manual are essential to maintaining the safety at this particular backcountry airport. Flight planning should include:

- thorough aircraft maintenance status,
- familiarity with NOTAM's,
- backcountry operations,
- Idaho mountain flying tips,
- density altitude calculations,
- common courtesies,
- weather en-route and during your stay,
- search and rescue procedures and
- survival gear.

Do not attempt operations at Johnson Creek without having a solid fundamental background in mountain flying. The Idaho Division of Aeronautics highly suggests that visiting pilots obtain an airport checkout before landing at Johnson Creek Airport.

The Idaho Aviation Association (IAA) now has a page where instructors list their services and specialties at:

www.idahoaviation.com/instructors.php

Route Planning

Arrivals from the North

Landing Runway 17

Make all arrival calls by announcing your distance, direction and altitude from Johnson Creek Airport.

Maintain 1,500' above field elevation (AFE) as applicable or minimum (6,400) until established at reporting point (RP) GAP*. Announce that you are 3 miles to the north of Johnson Creek over GAP. Provide your altitude and state your intentions. Configure your airplane to canyon maneuvering speed.

*(GAP N44 57'23 W115 30'14) See map 3 for GAP location.

CAUTION

There could be numerous airplanes departing and arriving just north of the airfield. Inbound traffic should fly the west side of the canyon along the ridge and begin a descent to a traffic pattern altitude of 800'-1000'AFE. Single engine reciprocating aircraft use 800'.

Enter the upwind at canyon maneuvering speed and announce your intentions. If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles and sprinklers. Conduct a standard left hand pattern that includes an upwind, crosswind, downwind, base and final. Do not overfly the Bryant house (white house) which is located on the south end of the airfield. Fly the upwind past the house and turn your crosswind south of the house. See map 7 for preferred crosswind turn.

Arrivals from the South

Landing Runway 17

Make all arrival calls by announcing your distance, direction and altitude from Johnson Creek Airport.

Maintain 1,500' AFE as applicable or minimum (6,400) until established at RP Wapiti Meadows*. Announce that you are 3 miles to the south of Johnson Creek over Wapiti Meadows. Provide your altitude and state your intentions. Configure your airplane to canyon maneuvering speed.

*(Wapiti Meadows N44 51'24 W115 30'31) See map 4 for location of Wapiti Meadows.

If needed, circle to observe the airfield for obstacles and hazards such as airplanes, animals, vehicles and sprinklers. Conduct a standard left hand pattern that includes an upwind, crosswind, downwind, base and final. Do not overfly the Bryant house (white house) which is located on the south end of the airfield. Fly the upwind past the house and turn your crosswind south of the Bryant house. See map 7 for preferred crosswind location.

Landing Runway 35

NOTE

Landing downstream to the north is NOT recommended. This is a request from the Bryant family who provided the land on which Johnson Creek Airport is located. Landings to the north should only be considered when wind or weather dictates that landing to the south would be unsafe.

CAUTION

Consistent position reports, traffic scans and use of landing lights are crucial upon descent and throughout the approach into Johnson Creek.

Straight in Landing

Straight in landings to Runway 17 are strongly discouraged.

WARNING

By not joining the pattern, there is increased risk of a midair collision. Your radio calls could be masked by terrain. You may not see airplanes, animals, vehicles or sprinklers on the runway until established on final.

Landing Abort Procedures

Runway 17

At your predetermined abort altitude, typically 300-500' AFE, begin your abort and follow the desired abort path. Pick an altitude that will provide a safe abort procedure and avoid overflying the Bryant house (white house). Do not fly down the center of the canyon to make a 180 degree turn. Use of this technique has contributed to accidents at Johnson Creek. Abort altitudes may vary for every type of aircraft and situation. 300-500' AFE is a good altitude for most aircraft. See map 8 for preferred abort path.

NOTE

You must abort the landing early if you cannot land on-speed, on aim-point, and within the first 1/3 of the runway. Early recognition to abort is paramount and requires instinctive action by the pilot.

Departures

NOTE

Declaring intentions, scanning for traffic and use of landing lights are encouraged for departures.

Departing Runway 35

North Departure-Example: "Johnson Creek traffic, Cessna 20836 departing to the north climbing towards Yellow Pine".

Departing Runway 17

Strongly Discouraged

Why?

- Your takeoff path is directly toward the Bryant house and rising terrain.
- Southerly winds prevail in the late afternoon. Aircraft should remain on the ground until more favorable conditions exist.
- High density altitude conditions have contributed to several accidents at Johnson Creek.

NOTE

We strongly encourage our fellow aviators to honor the Bryant's requests and to follow the preceding recommendations.





SAFETY ALERT

Arrivals

Be alert for high-density traffic en-route to Johnson Creek during fly-ins.

Runway 17: Prior to making your base to final turn, be sure to scan the final for any straightin traffic. Straight-in traffic procedures are strongly discouraged.

 Aircraft should: make inbound RP calls at GAP (3 miles north), and Wapiti Meadows (3 miles south). State your intentions on backcountry frequency 122.9. Refer to the VFR Route Planning section of this guide.

Example: "Johnson Creek traffic, Cessna 20836 is 3 miles south of Johnson Creek inbound at 7,000 over Wapiti Meadows. We will enter a left downwind for landing runway 17 Johnson Creek", etc.

- If your landing appears unsafe because of altitude, spacing, speed of preceding aircraft, or any other reason, abort your landing and initiate a go around above 300' AFE.
- Common Errors: excessive speed and/ or altitude, landing long and late go-arounds.
- Avoid over flight of the Bryant home (white house) which sits on the south end of the airport.
- Formation arrivals are highly-discouraged.

SAFETY ALERT

Departures



<u>Do not</u> depart RWY 17; your path is directly towards the Bryant home (white house) and rising terrain.

 Aircraft should make outbound RP calls at GAP and Wapiti Meadows. State your intentions. Refer to the VFR Route Planning section of this guide.

Example: "Johnson Creek traffic Cessna 208363 is 3 miles to the north over GAP at 6,500 departing to the west."

 Formation departures are highly discouraged.




Johnson Creek Airport Notes

- Safety is priority Number One!
- Mishaps, incidents, or accidents must be reported to the Valley Co. Sheriff's dispatch at (208) 382-5160 and the Boise FAA Flight Standards Office at (208) 387-4000.
- Landing traffic should clear the runway and expedite to parking.
- Use of landing lights while in the pattern is recommended.
- Consider remaining in parking until aircraft on final has landed.
- Discharging of firearms at the Johnson Creek Airport is prohibited.
- Pilot training is discouraged at Johnson Creek Airport during organized fly-ins.
- Johnson Creek airport has a phone available and WI-FI service located at the pavilion (March-September) for flight planning services (800-WX-BRIEF).
- Fuel is not available at Johnson Creek Airport. Fuel can be delivered to Johnson Creek Airport with prior arrangements.
- Be familiar with high density altitude operations.
- Aerobatic maneuvers, formation flying, and low passes are all highly discouraged over Johnson Creek Airport particularly during fly-ins.
- Non-radio equipped aircraft are not recommended during Johnson Creek Airport fly-ins.
- You are always responsible for your safety and the safety of those in your group.

Please - Add these items to your checklist!

- Check your ELT on 121.5 after every landing and monitor 121.5 when able during flight.
- Close your flight plan with the appropriate FAA facility.

Remember- 121.5 ELTs are no longer monitored by satellites. Relying on a 121.5 ELT could delay an aerial search by hourseven days! Consider purchasing a 406 ELT, Personal Locator Beacon (PLB) or SPOT. The search process begins within minutes!

Common Courtesy

- Be considerate of other wilderness users.
 Fly quite.
- Minimize practice landings and takeoffs.

Important Phone

Numbers

Idaho Division of Aeronautics: 208-334-8775 Lockheed Martin Flight Serv.: 800-992-7433 Johnson Creek Caretakers: 208-633-3333 Valley County Police Dispatch: 208-382-5160

Download the latest version of this SOP at:

www.itd.idaho.gov/aero

Sulphur Creek "Normal" Approach Procedure

Dagger Falls Morgan Ranch

Sulphur Cr

2 38 m

C 2014 Google

Imagery Date: 10/25/2013 | lat 44.433327° | lon -115.324804° elev 6379 ft eye alt 11.51 mi

Bruce Meadows

Google earth

Morgan Ranch

C 2014 Google



1473 ft

1999

Dagger Falls



Imagery Date: 10/25/2013 lat 44.504862° lon -115.334373° elev 6195 ft eye alt 12068 ft

© 2014 Google Image Landsat

1999

1794 ft





Sulphur Creek Short Final

BC Accidents & Statistics

Se Flying is the × 2ND GREatest thrill known to Man. Landing is the 1st.

Soilder Bar Accident - at Jonson Cr. 6-23-2012

Moose Creek Accident 6-28-2012

Bruce Meadows Accident 6-30-2012

Warren Cr Drainage After Ieaving MacKay 8-20-2012



Sulphur Cr Landing went awry 6-2011

N5720/



Sulphur Cr Short field take-off





Sulphur Cr. 8/5/2002 C182 - Overloaded -tailwind - take off stall

8(885

Sulphur Cr. 8/5/2002 P210 - Too Low Approach - Sinking Air









Accidents / Fatalities

NTSB Data (as of 4/20/2014)

YEAR	Total State / BC	FATAL STATE / BC
2000	34 / 8	13 / 1
2001	24 / 3	7 / 4
2002	48 / 13	17/ 6
2003	52 / 15	21/ 11
2004	41/6	8/ 2
2005	38/7	12/ 4
2006	31/ 6 4 killed in forest service Helicopter, Yellowpine.	6 / 0 (2 killed in one plane VFR in IFR conditions out of Couer d'lane
2007	41/10 (Nampa had 4) 5 Helicopter	4(6) / 1(1) accidents (fatalities)
2008	34 / 8	3 (5) 3 in McCall C172's/ 0 BC (2 very serious)
2009	38 /10	6 (7) / 2 (3)
2010	38 / 12	5 (8) / 2 (3)
2011	34 / 9	5 (12) / 2 (5) 2 Stanley, 3 Simpson/Soda Sp.
2012	39 / 11	5 / 1 (Moose Cr)
2013	32 / 12 (BC or private dirt strips)	12 / 9 (5 in Dale Smith accident, 3 MYL Air)
2014	01 / 0	0 / 0

BC Accident Summary - 2013

Event Date	Location	Make/Model	Event Severity	Coments
12/1	Yellow Pine, ID	BEECH B36TC	Fatal(5)	Departed KBKE with known icing, tubulance, Mtn Obscuration. Contuined flying into icing condions until loss of engine and subsequent stall/spin into terrain.
11/6	Donnelly, ID	CESSNA U206F	Fatal(3)	Departed KMYL with in MVFR contidions, continuing in IFR untill loss of control and crash into terrain.
9/7	Cascade, ID - remote dirt airstrip	KITFOX- SERIES 7	Nonfatal	while on short final, the airplane encountered a downdraft which resulted in a touchdown short of the runway. After impact the airplane nosed over.
9/1	Homedale, ID - private grass airstrip	BEECH C-50	Nonfatal	The pilot reported that this was the first time landing his multi-engine airplane on his private grass airstrip. The flight handbook revealed that the required landing distance was about equal to the full length of the runway. the airplane touched down short of the runway and struck a fence post with the left wing, which resulted in substantial damage.
7/14	Cascade, ID - remote dirt airstrip	CESSNA A185F	Nonfatal	The pilot reported that while landing as he turned to final approach, the runway was obscured by the glare of the morning sun. As he continued the approach, about 30 feet above the ground, the right wing struck trees that were next to the runway. The airplane sustained substantial damage.
7/2	Garden Valley, ID	Dorman Bakeng	Nonfatal	Loss of oil/engine failure after take off from runway 28. At ~750 AGL in crosswind leg, attempt to return to 10 ended up short, impacting vegetation and the ground and ended upright about 30 feet from threshold end of the runway
6/28	Yellow Pine, ID	PIPER PA-28R- 200 (Arrow)	Fatal(1) Serious(1)	Mid-air collision on final approach to JC. Piper Pacer took inside approach, while the Arrow took the long approach over Yellow Pine. Witnesses located adjacent to
6/28	Yellow Pine, ID	PIPER PA-22- 135 (Pacer)	2 Serious	at an altitude of about 50 feet above ground level just before the threshold of Runway 17. Subsequently, both airplanes were observed descending into terrai

BC Accident Summary - 2013

Event Date	Location	Make/Model	Event Severity	Coments
6/21	McCall, ID - remote dirt airstrip	AVIAT AIRCRAFT INC A-1A	1 uninjured/ 1 minor injury	The purpose of the flight was to practice landings with a certified flight instructor at various back country airstrips. After three uneventful landings, the pilot circled over a fourth landing strip and noted that she needed to maintain the airplane's minimum approach airspeed to be able to land on the short runway; While on short final, about 25 feet above the ground, the airplane stalled and started to descend. The pilot added power; however, the airplane subsequently landed hard and sustained substantial damage to the left wing.
6/16	Coolin, Cavanaugh Bay Priest Lake	PIPER PA-28- 140 Cherokee 140	Nonfatal	After turning right base for landing, he realized that he was too close in to the runway, so he reduced the power to idle, turned a 0.5-nautical-mile final approach, and added full flaps. Prior to touchdown, he realized that he was running out of runway, and that it was too late to go around due to trees at the end of the runway. The airplane subsequently touched down, pilot applied brakes and tried to ground loop the airplane, but the landing gear struck one of the horizontal log railings at the end of the runway. The left wing and all three landing gear separated
6/14	Salmon, ID- Grass runway	CESSNA T210N SP Aircraft	Nonfatal (4) uninjured	The pilot reported that during the landing rollout on the wet grass runway, the left main landing gear collapsed after it struck a mud hole. The left elevator and horizontal stabilizer were substantially damaged.
4/9	Moose Creek Ranger Station, ID	PIPER PA-22- 150 Pacer	Nonfatal	While on short final, and beyond the point where he could accomplish a safe go- around, he realized that he was landing with a tailwind. He saw some deer that had emerged from the trees and were on the runway and had to add power to avoid them. He continued the landing, and after touchdown, he applied heavy braking in an attempt to prevent the airplane from overrunning the runway. The airplane subsequently nosed over and came to rest inverted.
4/7	Cottonwood, ID	CESSNA A185E	Nonfatal	The pilot reported that during the takeoff ground roll from the private grass airstrip, the airplane's left main tire and the tailwheel struck a rock that was partially hidden by the tall grass. The pilot continued the takeoff, proceeded to the destination airport, and landed uneventfully. After landing, the rudder was found substantially damaged

Event Date	Location	Make/Model	Notable A	Accidents - 2013
6/22	Idaho Falls	PIPER PA-30 Twin Comanche	Fatal(2) Serious (1)	The controller from the Control Tower reported that after clearing the accident airplane for takeoff, she watched as the airplane started it's takeoff roll and subsequent climb about 3,000 feet down the runway. She turned her attention to inbound traffic and shortly after heard an airplane's engine revving up. She looked in the direction of the sound and saw dust in the air in the area of the accident site. Witnesses adjacent to the accident site reported observing the airplane depart runway 17 and that it sounded like the engines were "surging and popping." Witnesses stated that the airplane climbed to an altitude of about 150 feet above ground level, and turned to the right, in a steep turn toward a small open grass lot. Subsequently, the airplane impacted terrain near an office building and about 1,000 feet southeast of the terminal building at IDA.
8/18	Cataldo	Rand Robinson Engineering KR-2	Fatal(1)	Spin into terrain. From on-board video recovered at the accident. The first part of the flight was uneventful with the pilot performing some turns and steep banked maneuvers. Upon reaching the geographical area where the accident occurred, the pilot initiated an intentional spin, throttling the engine to idle, pulling on the carburetor heat, and increasing the nose up attitude of the airplane until it stalled and entered a spin to the left. During the first few rotations the engine quit, and the propeller stopped turning. After several rotations the spin stabilized about 20 degrees nose down, and remained in the steady state until impact. During the descent the pilot was observed attempting various control inputs without effect. During a telephone conversation with the NTSB IIC on October 15, the owner of nVAero stated that he was aware of the accident airplane, and knew that the airplane was equipped with a Continental aircraft engine. He said the Continental engine is heavier than the recommended VW engine. He further stated that he had spun other KR 2 airplanes in the past, and that the spin and recovery Characteristics of the "stock" airplanes (meaning plans/kit built airplanes adhering closely to build specification and engine recommendations) were similar to other low-wing light airplanes. He said due to the modifications on the accident airplane, he could not speak to its spin characteristics.
9/19	Idaho Falls	BEECH C90 - A King Air	Serious (1) minor (2)	The flight originated in IDA to BOI. On return from BOI, after a stop in PIH to let off a passenger, the airplane impacted level terrain and an irrigation ditch about 1.2 miles short of the runway at ADA The landing gear, one propeller, and one engine were separated from the airplane during impact, and the wings and fuselage sustained substantial damage. Only trace amounts of fuel were observed on scene. The pilot reported a total flight experience of about 3,975 hours, including about 2,500 hours in the accident airplane make and model.

SUMMARY

- Mountain/ Canyon flying is fun and exciting.
- Mountain / Canyon flying is different type of flying.
- Mountain / Canyon flying takes lots of work and effort.
- Get instruction from experienced backcountry pilots or take one of the Mountain Flying Clinics.
- Stay Current Complacency Kills. Overconfidence Kills. Stupidity Kills
- Know your limits Set you own personal limits
- Land Upstream Take off Downstream
- Always have a Out
- Be Safe Have Fun And, Don't do anything Stupid

RESOURCES

- Lori MacNichol, McCall Mountain Flying, LLC: 208-634-1344 www.mountaincanyonflying.com
- River of No Return Mountain Flying Clinic, Challis: 208-879-5900
- Idaho Aviation Association: www.idahoaviation.com
- Dick Williams Mountain Flying Video (in club library)
- Galen Hanselman, Fly Idaho Guide Book 1-800-574-9702
- Sparky Imeson, Mountain Flying Bible and Flight Operations, 1-480-855-7444 or www.mountainflying.com
- Idaho Division of Aeronautics: Dan Etter Safety/Education Coordinator, 334-8777, http://www2.state.id.us/itd/aero/aerohome.htm
- www.shortfield.com Great website with airstrip views, pilot reports
- Back Country Gear www.cubgerastore.com
 - Back Country Forum www.backcountrypilot.org

TFR-s NOTE: Flight service Briefer has the most current info – websites may not be up to date.

NIFC – TFR's http://airspace.nifc.gov/mapping/nifc/index.cfm (Can print section of Sectional with TFR)

FAA – TFR: http://tfr.faa.gov/tfr_map_ims/html/index.html

Web Cam's:

ID State: Map with web cam links: http://511.idaho.gov/default.asp?display=cams&area=& textOnly=

Johnson Cr: http://www.ruralnetwork.net/%7Eyellowpinecm/

Flying B: http://www.flyingresortranches.com/

Stanley: http://www.sawtoothcamera.com/

McCall: http://www.mccall.id.us/government/departments/airport/airport.html

Idaho Web Cams: http://www.northwestwebcams.com/idaho-web-cams.shtm - Also Oregon/Wash/Mont

Smiley Cr.: http://birice.vaisala.com/photos/03778B5F_06013F28_cam1.jpg

Bogus Basin: http://www.bogusbasin.org/web-cameras/index.aspx (good view of Mtn's North of BOI)

Brundage Mtn: http://www.brundage.com/the-mountain/live-web-cams/ Teton Mtn-Driggs: http://www.tetoncam.com/

