Planning & Zoning Commission Meeting

March 20, 2024

Salmon, ID

The Commission opened the regular Planning and Zoning meeting at 7:00 p.m.

Those in attendance: County: James Malcolm, Cody Settles, Jeff Nofsinger and Ty Cole

County Planning & Zoning Staff: Polly Anderson, Chris Horton

and Lisa Olson

Members of the commission introduced themselves.

**Consent Agenda**

Approval of minutes from February 21, 2024

A motion was made to approve the minutes of February 21, 2024. All voted aye, motion carried.

**James** motions to amend the agenda, after new business a new Vice Chairman needs to be elected. **Cody** motions to make Jeff Nofsinger Vice Chairman. **James** reminds him it is just to amend the agenda at the moment. **Cody** motions to amend the agenda and **Jeff** seconds the motion. Motion is seconded and carried to New Business to elect Vice Chair.

**Bluebird Airstrip Public Hearing**

**James** asks staff to verify that all notices have been posted for this, **Lisa** verifies by saying yes.

**James** proceeds to explain procedure for Public Hearing- We will have a presentation by the applicant, then we will, or should we do the written correspondence first?

**Polly** points out the handouts for Public Hearing Procedures each of the Board Members was given.

**James**- OK presentation by the applicant, then we will acknowledge written correspondence, then we will have testimony supporting the application, then testimony uncommitted for the application, then testimony opposed to the application. The applicant will then have the chance to rebut any comments made. After that we will close the hearing. Board Members ask questions any time anything comes up. Once the hearing is closed there will be no more testimony from any of the audience and we will deliberate. We have 35 days to make a decision, that will probably be at the next Board Meeting. And with that, we are probably ready for the presentation by the applicant.

**Sam** asks if he can give the board a little more information.

**Polly** asks him to state his name and address. **James** also reminds everyone that anyone giving testimony must state their name and address first. He asks Sam to give his name and address.

**Samuel Chambers** at 156 Loening Rd in Salmon. **Addresses the Board**: Can you guys have some additional information? This map is the same one on the wall but small enough…

**Polly** interrupts and verifies that it is no new information but the same thing in his application that is verifying map-wise. You haven’t added anything?

**Sam** says he’s got some other details. **Polly** asks to see the new information for verbiage.

**Robert Schiffman** from the audience asks how he can submit documents when other people can not?

**Polly** states that he can give them a map, **Robert** says he understands that but there’s other people here in this meeting that have requested to submit documentation. **Polly** says it’s State Law that you have 7 days before the hearing to submit correspondence. **Robert** says right, I’m just saying he doesn’t get the same rights as these other people should get. **Polly** says you’re right I agree, she then looks through the new documents from Sam and takes out anything questionable. She tells him to read the information that is the same that he will want to read it into the record.

**Chris** asks if he should remove anything from the Board Members packets that they were given by Sam**. Polly** tells him the only thing they can have is the maps. **Chris** collects all the other new papers not allowed.

**Sam-**so as I just said my name is Sam Chambers and I live out at 156 Loening Rd. My first trip to this area was in 2019 on a backcountry flying vacation and I knew once I was here that this was probably going to be my new home. If not exactly here, certainly Idaho. I’m an avid rafter, shooting, hunting, flying and flying backcountry are things that I really love to do and this area has a lot in that area. I’m a working guy. I was a framing contractor for 35 years, I was a logger-timber faller for 7, a ranch manager for 11. I did all three of those at the same time in between houses. It’s in my estimation that just about everybody that’s a pilot, it’s their dream to be able to land on their own property and keep their airplane at their own house. To have to drive a half an hour to town or back in order to get something, or to just go back to the house and grab it.

I landed at the property four times before I knew it was an illegal thing in Lemhi County. As soon as I found out I called Polly, actually that’s how I found out, I called her to see if there was something I needed to do to make sure I had a proper, regulated airstrip. That’s when I started the process. The runway I’m asking for is 40 feet wide and 1500 feet long which is about double of what I actually need. At each end of that there’s several hundred feet extra overrun for whatever kind of contingency could come up but 1500 feet is more than enough. All I did right there at the property before I landed there is mow the weeds. All I needed to do was take down the weeds that were 6 inches to 7 feet tall and clean the debris up and it was ready to go. This airstrip will be used for daylight VFR, that means if it’s light enough to see I can fly. My legal description for the FAA; daylight VFR is one half hour before sunrise to one half hour after sunset. I don’t like taking off that early because the depth perception is pretty poor anyways. So, it’s basically if it’s bright enough to see that’s when I can fly but it’s also only in good weather. If the ceilings are less than 2,000 feet above the ground and the visibility is less than say five miles, I’m not going to fly. This isn’t coming into the airport here on instrument approach where I’ve got any guidance and in proximity to terrain like that, that bad weather, poor visibility it’s a bad, bad idea. It’s just too tight. Over the course of a year of using the airstrip my estimation for the average for a week would be 1-2 operations, take offs and landings. Granted some part of the year it’s going to be more than 1 or 2 a week but a lot of the parts of the year it will be zero. I don’t intend to do snow removal, so if there’s too much snow or drifts, I’m just not going to use it for a while. If it’s too muddy in the Spring I’m not going to use it. The runway area is in a floodplain but it’s not like I need to get in and out every day. If the river is flooding up that high which I’m guessing is pretty rare I just won’t use it. I will wait until it dries out. This airstrip is for my use. There’s been some suggestion that I intend to hold air racing competitions or STOL competitions, STOL drag races and I can just say that’s a fantasy. There’s absolutely zero truth to that. I’ve never participated in a STOL event, I’ve never registered for a STOL event and I have absolutely zero desire to host one. But beyond that this airstrip isn’t long enough, wide enough or in proper terrain, proper area to host an event. Anybody who would try to do so would be, it would be ludicrous to try and do that. It’s only going to be for me and being an aviator, I’ve got friends that fly and occasionally a friend might come in but that’s not going to be very often either. I’m always trying to get my buddy to come to Idaho and go fly with me and in the five years we’ve been flying together he’s never made it up. At least not while I was here.

As far as the flight path going in and out of there, this map which is the same one that you have only much bigger here. (Showing points on map posted on bulletin board) The runway is right here inside our properties. It’s BLM to the north, our property extends all the way down to here. So, a normal route to come in, if I’m coming from the north is a fly-over high enough and make sure there’s no cars, people, herds of elk, anything like that. I’m quite high at that point, probably 7-800 feet, maybe as high as 1,000. Then I come back around and this is my flight path coming in to the runway. Over here I’m staying well away from all the houses, I’m not flying over anybody, probably 800-1,000 feet above the ground. As I cross the river I’m descending. When you’re descending the power is out, you’re idling, you’re just coasting so the airplane isn’t really making any noise to speak of. In fact, when you’re on a runway I used to, when I was flying corporate in the Bahamas last year at this time in the mornings I’d go out and walk the runway for exercise. Knowing you can’t hear an airplane coming, every 50 yards I’d be looking making sure nobody was coming because you can’t hear them. It’s that quiet on landing. I’m coming along here and I’m staying as tight to this bank as I can to give myself enough room to maneuver away from that mountain if I need to. I stay right over that and I drop down in and land it. It’s not until I’m right down here, maybe 100 feet off the ground that I’m less than 500 feet to these houses right here. I touch down here and I land and I can taxi out.

Now, it’s also been mentioned that I’m less than 500 feet to these houses and that’s true. But the FAR which is actually out of this 2021 Federal Aviation Regulations book says 91.119 Minimum Safe Altitudes- and the very first line is ‘except when necessary for take-off or landing”. So, when you’re taking off and landing the 500 feet to any person, vehicle, vessel or dwelling does not apply. It only applies after you’re in cruise flight if you’re just going somewhere, that’s when the 500 foot rule comes into play. Now for take-off I’m starting back here. Most often going to be taking off to the south. **Robert Schiffman from audience** interrupts saying ‘how do you know you’re at 500 feet? **James** quickly reminds him it is not his turn to speak, it is Sam’s time to speak and he can speak later.  **Sam-** When I’m taking off, obviously I use as much runway as possible, and I’m taking off to the south most often or I’m going to be because that gives me the most options. Prevailing winds are most likely going to be down the valley. I love the take-offs I did out of there. My girlfriend, she videoed the take-off. From the time I pushed the throttle in I had 7 seconds before I lifted off. In 7 seconds, I’m doing about 50 miles an hour and at that point I start to climb and start to accelerate rapidly. By 30 seconds I’m over the river right by our house and about 300 feet above the river. By the time I get over here 55 seconds later I’m at 900 feet above runway elevation and approximately 1.2 miles from the runway. Once I cross an altitude of about 500 feet, I’m the same as any other traffic going back and forth up and down the valley. There’s lots of traffic, Gem Air caravan goes by a couple of times a day, I see a 172 going by, occasionally I see a Beaver. Last week I saw a C130 going by at probably 1,000 feet, he was on the wrong side of the valley but he’s big enough you can see him coming. So, once I get out here, I’m basically at an altitude that anybody’s going to be at to travel up and down the valley. I’m 900 feet, the power’s back, I’m at cruise power and I’m not making much noise at that point. So, the total duration of the sound from the time I push my throttle forward to the time I’m up here is under a minute. To the time I’m at 500 feet which could be a cruise altitude it’s about 40 seconds. So, the duration of the sound is quite short. Now I looked up a chart, an advisory circular that the FAA put out and it has my airplane and I found an airplane that has a similar engine as mine. Decibel levels on those are far, far less than a lawnmower, an over the road truck, household appliances… a coffee grinder or a leaf blower. A leaf blower is far louder decibel wise than an airplane. Once I’m up here if I’m continuing south, I’m at cruise flight, maybe I’m higher. If I’m going to Sun Valley, I’m going to cruise on up to 11,000-12,000 feet and keep on going. If I’m heading back to Salmon or anywhere to the north I’m looping around here still well over 1,000 feet. When I’m going into Salmon, I take it up to 6.000 feet which is 1800 feet above runway elevation. There’s lots of terrain and if it’s a bumpy day I don’t want to be down in it. I’m well aware that not everybody likes airplanes and doesn’t want to hear the noise. Another interruption from the audience and **James** has to remind them to let Sam give his presentation.

**Sam**-Another concern people have had is wildlife. I break that down into big game and into birds. We’ve only been on this property for 8 months, but I’m an avid hunter and I like to go see what’s on the property. Frequently I go out at first light hoping to see some elk, hoping to see some deer. In the 8 months we’ve been there I’ve only seen 1 elk during daylight hours and that elk was actually poached on the last day of the season. I haven’t seen deer until today in about three weeks and prior to that it was a few months. I know the deer and the elk are around but from what I’ve determined is they’re pretty much nocturnal. So, if they’re nocturnal they’re not out while I’m flying. Everyone says that the airplane is noisy. If I’m taxiing out to take off, deer and elk aren’t going to be anywhere near me. Elk don’t like people much and they really don’t like noise. Deer will tolerate a little bit but they’re not going to be hanging around to see what’s going on. If I’m making my inspection pass as I’m coming over to come in and land I can look down. Animals are not that hard to see on a runway, especially if you’re looking the whole way down. If you think you see something you take a lower pass and take another look. Once I’m on the ground a collision with a deer or an elk is going to be ugly for the airplane, probably not so ugly for me. It’s not a safety issue. It’s not like the plane is going to explode and send parts a half mile in every direction. My airplane, like most airplanes its size holds 55 gallons of fuel and 10 quarts of oil, that’s not any different than your average pickup truck these days that’s driving down the highway. If they run off the highway it’s the same amount of oil and fuel going into the river. The difference however might be that airplane fuel evaporates very rapidly. You can pour it out on the ground right here and in a half hour it’d be gone, you wouldn’t even have a wet spot anymore. I think the danger to big game, or me to big game is quite minimal. If I really thought it was an issue I wouldn’t do it. As far as birds go, there are a lot of geese in the area. If you ride an ATV down the area where I want the runway, if you walk down the area where I want the runway, you drive a truck down the runway, the birds scatter. Now I’ve took off there 4 times and landed there 4 times and never once did I have an incident where I thought I might hit a bird. I never saw any birds in flight that were anywhere near me. When I push the throttle forward the geese might get scared, there’s some noise so they lift off the river. They’re not exactly fast, they might get 3 or 4 feet off the river and they’re going about 2 miles an hour. Meanwhile I’m accelerating to about 100 mph in about 35 seconds. Anything that takes off from the river is long behind me. I’ve encountered birds in flight before and normally what happens is birds dive, they go down. I’ve had 2 close calls, 1 was at St. Paul International Airport and 1 was at Eagle Airport in Colorado. I fly into an airstrip in Colorado at 8,000 feet and have been in that area 100 times. There are geese on that runway almost every day. I’ve never hit a goose, no one I know has ever hit a goose and it’s just not an issue. You land short of them you land past them, if there’s a tremendous number you do a little pass to scatter them and then you come back around. **James** asks when you talk about making a low pass how low are you at that point? **Sam**-If I need to come in for some reason, which is, I don’t know what that reason would be and I would have to get in I might come by at 200 feet. Well enough that I could really get a good look to make sure it was geese and not just a shadow. If they refuse to get out of the way I have other options, I can go down to the airport or I can go somewhere else. It’s not that I’m on a scheduled flight that has to come in. Someone has brought up a bald eagle’s nest. It is true there is a bald eagle’s nest out near Elk Bend. That bald eagle’s nest is way down here, 1.2 miles from the departure end of the runway and just about a half mile to my normal flight path horizontal. It’s really not close at all. I spoke with Jeff Richards at Fish & Game about a month ago and as presented he said he didn’t see any issues with it. He said if I irrigated that area and bring in the sheep, then he’d have an issue with it. I said what about a bald eagle nest? He said if the nest is inactive, I don’t care. I’ve already pointed out the FAR 91.119. Again that 500 foot requirement does not apply during take-off or landing. That rule also allows me to do an inspection pass to verify that I can make a safe landing. If I can’t, then I don’t.

**Sam** addresses the board and asks if they want him to go over the Development Code line by line. **James** says I can’t say that I want you to but you probably should. **Sam** starts with *Chapter 5 Parts of Development*. This parcel was subdivided in the early 1970s as a subdivision. This is a Special Use Permit for an airstrip, mixed use. Home Occupation does not apply. Bluebird Airstrip is not for commercial use. This airstrip is about 12 nautical miles, 13 and a half statute miles south of the Salmon Airport. It is not in the airport approach surface. The airstrip is in a floodplain but no new grading or structures are proposed. The airstrip is not in a wetland. There is no slope, the airstrip is flat. I believe the grade changes about 3 feet from one end to the other. *Chapter 6 Performance Standards for All Developments*. The airstrip meets all the setback requirements. On the north end to the river is nowhere near an issue and on the south end the requirement is 25 feet from the annual average high-water mark. 25 feet is not a problem, I don’t know the exact distance but it’s probably closer to 40 or 50 feet. No structures being proposed. No grading work taking place, it’s currently grass and that’s how it will remain. When I mowed it last fall it was a lot of weeds, I don’t know how the grass is going to come in this year. If I have to seed it, it will be a dry land mix. It will survive just fine with natural moisture and no irrigation. The airstrip is flat. Air quality will not be affected. Water quality will not be adversely affected and I comply with all Federal Regulations. The airstrip will not affect groundwater quality. Public safety the airplane has a fire extinguisher and is really no different than operating a truck, car or tractor. No roads have been created or modified for this permit. *Division 3 Protecting Natural Assets.* Airstrip is currently grazing land and will be continued to be used as such. Airstrip is currently not irrigated and I have no intentions to do so. No evidence of run off or erosion on the airstrip. There will be no disturbance to existing vegetation or soil. Currently no irrigation in place. Airplane has fire extinguisher and spark arrestors on mufflers that are Forest Service approved. No new easements or roads are proposed. Airstrip meets setbacks for stream corridors. Wildfire Hazards-no changes are being made and no greater than any other piece of equipment that would be run. Airstrip location is fenced for stock. No hazardous substances will be stored on the property. *Division 4 Land Use Compatibility-* No known historic resources on the property. Parcel will be continued to be used for grazing. Voluntary noise abatement procedures will be utilized. Shortly after take-off at 100 feet or so I roll the propellor RPM back and that significantly reduces the sound signature because the prop is turning slower. Flight paths in and out are as such to diminish proximity to sensitive areas. I don’t like flying over houses, if I don’t need to I won’t. I want to be high enough and I know plenty of people don’t like the sound. I want to be high enough to try and respect that. Airstrip noise will be less than the daily traffic on Highway 93. Airstrip will follow all noxious weed requirements. There will be no signs at the airstrip. All setbacks are being met. *Chapter 7 Additional Performance Standards for Specific Zoning Districts*- Bluebird Airstrip is 12 nautical miles south of Salmon Airport, there is not conflict. Land use, airstrip will not impact any city area. *Additional Standards for Specific Uses*- Airstrip is not a Home Occupation, does not apply. *Division 2- Short Term Rentals, Vacation Rentals*-does not apply will not be used as such. *Division 3 RV Living Quarters & Recreational Use*- Does not apply. *Division 8 Buffering, Screening & Landscaping*- Visually and otherwise there will be no change to the property. *Division 9 Lighting Standards*- There will be no lighting, no airport beacon, no landing assist lights, nothing. *Division 10 Off Street Parking*- Does not apply. *Division 11 Signs*- There will be no signs. *Appendix C Flood Hazard*- Bluebird Airstrip does lie in the floodplain, however the airstrip will not make any changes to current grade, vegetation or current use of the land. No structures or improvements are proposed. In the event of a flood the airstrip will not be used until the water has receded and safe use can be resumed. That’s all I’ve got for you.

**James** asks if anyone has any questions. **Ty**-What kind of plane do you have? **Sam-**a Cessna 180. **Ty**-What is the stall speed on that. **Sam**-About 38mph. **Ty**-Do you worry about getting turned around up and down the canyon? **Sam-** no. **Ty**- so sound upon landing, I was listening to you and I took notes as you went. You say that you throttle back, basically no sound upon landing. Is that what you’re standing on? **Sam**-Yeah, the airplane is at idle. Now people that don’t fly there’s a saying when you’re coming in to land it’s “pitch for airspeed and power for altitude.” You set the air speed based on how the plane is pitched up and down and you use your throttle to regulate up and down. If you’re way too high then you need to push the power in and go try again because you’re not going to get down. If you’re too low, you add some power. We’re not talking full throttle at full rpm, we’re talking maybe you bump it up 10%, 15%. You’ll hear the engine but you’re not going to hear prop noise. It’s brief, maybe a second and a half maybe 2 seconds. It’s just a little push of throttle to regain your glide path and then you’re back out of the throttle again. I try to do all of my landings power off simulating in the event you don’t have power, coming in steep with no power. **Ty**-I’ve landed a lot of strips so I know what you’re talking about. Noise depending on the day, just questioning your words, what do you mean by that? In reference to the air or as being able to climb? **Sam**- I think that’s in reference to how soon I pull the power back. If it’s a hot day and I catch a gust of wind, a little wind shear and now I’ve got a tail wind and I lose some air speed, or it’s a rough day and the winds are kind of squirrely. I might carry full rpm until I get to 3-400 feet. Once I’m cleared and I know I’m out of the immediate vicinity of the ground and some power lines, then I can roll the power back. I can do that safely. I forgot to mention that the runway is right here (map), these are all hayfields that I have right here and right here. I was going to choose this area originally as the airstrip because it is significantly longer. The reason I didn’t is because all these houses are right across and there would be that many more houses. So, if I have a problem taking off and I have a partial power loss or even a total power loss, if I have a total power loss anywhere that I can put it back on the runway I’ve got like 1,000 feet from the end of the runway to the river. Now I’m probably going to bend up the airplane a little bit but I’m not going to get to the river, the brush will stop me at the very last. If I have a power loss somewhere in here, I’ve only got to get to right here. This is flat enough that I can use for a runway right here, all I have to do is get to right there. By the time I’m up here, if I have a total power failure there, I can go to these hayfields down here by Iron Creek. I can circle and come into these or I can circle and come into those. **Ty**- And that’s why you chose the approaches you have for take-off and landing? **Sam**- That’s why I like the airstrip here is the best option because going to the south I have this option and this option, this option…. The river is always an option. People are suggesting if I hit some geese or something I’m going to go into the river or the neighborhood. In flight training you’re taught to look for emergency landing spots. You’re flying over unforgiving terrain like this I don’t think it’s ever more than 5 minutes before I’m not going, where would I go right now if the engine shut off? The river is kind of a decent option. The survival rate for ditchings in water is about 80% or better so if you can’t make it to any one of these spots, you’ve got the river. You’ve always got the river and that’s just me. Going on land the highway is also sometimes an option but traffic and people, I’d rather stick it on a hayfield any day than go to a highway. **Ty**-Are you just visually flight rated or are you instrument flight rated as well? **Sam**- I’m commercially rated, single engine, multi engine, and instrument. I am a commercial pilot I have been for a little over a year now. **Ty**- And bird strikes and weather, that doesn’t bother you? **Sam**- I don’t want to hit any birds that’s for sure. I’m not overly concerned about hitting birds. If I hit a goose it’s going to bend some sheet metal, I don’t think it’s going to be a catastrophic event. I think the odds of a bird strike is low enough. The likelihood of a bird strike being catastrophic is even more remote. If you’ve got any kind of altitude at all I’ve got these places to go. **Ty**- Then you mentioned birds scatter with noise. Then you mentioned a fly over which is probably what people are concerned about. **Sam**- Well I mentioned that birds… the river runs parallel to the airstrip. When I drive a truck down the driveway which is even farther the birds take off for the river. If I drive the ATV down along the river the birds take off. If I walk down along the river the birds take off. They take off and go into the river. Usually if you have geese on a runway and you really want to get in there, if you come over at a couple hundred feet they’re going to head for the river. They’re going to head for safety, they don’t want to be on land. This big giant bird’s coming to get them and they’re going to head for the river. Now if there’s a whole swarm of geese in there, I’m not going in there. I don’t want to hit birds any more than anyone else wants me to hit birds. **Ty**- I would like to see the north end of your strip, I would like to see a measurement. You said it’s not within that 25 feet but you didn’t have an exact measurement. In the future, within the 35 days. **Polly-** So Ty we can discuss that when you guys close the hearing. **Ty**- Am I asking too many questions? Everyone reassured him no. **Ty**- I just had this long list and wanted to make sure I’m informed from what I read earlier. **Sam**-I have a map. I’ve applied for an airstrip with the FAA, status is submitted and there has been some activity on it. In that map it shows that the. In the FAA’s website when you’re applying for a new runway they have a wonderful GPS, they give you actual GPS coordinates and it will draw you a map of your runway. I have a map of that and it shows that it’s not there. On their website you could do it. A handheld GPS I don’t know if that’s accurate enough. The GPS in the airplane is. **Ty**- I’m just saying you have your take-off and approach, but what if that changes? What if the direction changes that day, what if it changes and you’re that close to the river? Just a thought process. **Sam**- Well, it’s outside the 25 feet, probably closer to 40 feet. But the direction of landing doesn’t change where I’m going. In fact, if I’m coming in from the south I don’t even land at the beginning I land farther down because it’s a little nicer and I can shut down at 350-400 feet. I came in the one day with a 9 knot tail wind which is pretty significant. A 9 knot tail wind and I landed long and I was still shut down by 2/3 of the runway. **Ty**- The next one is just the Ag maintenance. Do you have water rights to that particular piece of property? **Sam**- That right now is not irrigated. **Ty**- But is there water rights to irrigate it? **Sam**- That exact portion, no. I have water rights in this area right here, right about the south end of the runway, this is irrigated as well as all of these areas here. But this area here I do not have water rights to irrigate it. I’m told I can buy a water right for that but I think irrigating that is just adding to the problems. **Ty**- How do you plan to maintain it agriculture if you’re landing coming and going. **Sam**- The amount of traffic I’m going to put on it is not going to matter. **Ty**- Cows, goats, sheep what’s your agriculture? **Sam**- There are cows on it right now.

**Jeff**-The question I have is that when we’ve approved these in the past, we have a stipulation of a max of 5 take offs and landings a day. Is that reasonable for your expectations of your landing strip? **Sam**- I think that’s easily achievable. 5 is a lot. **Jeff**- The reason that we did that is if you have 2 friends come that’s the reason we did that. **Sam**- 5 to me seems pretty easy. **Polly**- Do you have any idea on how often in a week or in a month? **Sam**- My guess is that averaged out through the course of a year it would be about 1.5 to 1.6 landings per week. On a nice beautiful day like today and it’s nice to have an airstrip. Getting up in the morning and you know what, I don’t feel like working today. I’m going to go fly. You go out and fly and come back. That’s it for the day. I don’t like flying when it’s hot, little airplanes like mine don’t have air conditioning so the aluminum gets hot and you sit there and sweat and sweat until you get up to 10,000 feet. I don’t find that particularly enjoyable and the winds get swirly. It’s not a safety issue for the swirliness but it’s just not fun flying.

**James**-**Cody**? I don’t have any questions**. James**- Do you have a hangar on the property or do you plan on having one? **Sam**- There’s a hay barn that already exists that will easily fit the airplane. **James**- anybody else have anything? No one has any more questions. He asks if Sam has any more to add at this point. **Sam**- I think I covered it.

**Written Correspondence**

**James**- We do correspondence now. List of correspondence ***In Favor***: William and Billie Lawrence, Brett Barsalou. ***Uncommited***- Lemhi County Road & Bridge, Idaho Dept of Fish & Game. ***Opposed***- Ruth Anderson, Robert Schiffman, Erv & Teri Crowther, Jillianne Emerson, Monicka Anderson, Lori Regli, James & Natalie Henderson, Jodi McDougale & Diane Johnson, **Jodi McDougale** interrupts and says they were in favor. More opposed not mentioned: Leona & Bob Gibbs, Fire Chief Joseph Dietzel, Robert & Carol Nord and Darryl Henderson.

**Testimony in Support of the Application**

**James**-State your name and address. My name is **Jim Mateski** and I live at 392 Lemhi Road. Seven years ago, I went through this application and this process to put in a 1,000 foot airstrip. I’m just a recreational private pilot so I’m very familiar with what the questions are by going through that. I think Sam has done a really good job of explaining his performance of his aircraft and such. It’s a capable aircraft. He’s definitely got the experience to do the flying that he is intending to do. It’s very similar to the operation that I did. I’m just a retired guy that has a 78 year-old airplane that I like to fly to the backcountry. In the 7 years that I’ve been operating out there I have not received a single complaint on noise or buzzing houses or anything. I am very respectful of the process. What I hear from Sam, he shows me he’s right on, he’s showed me his respect for going through the process and doing it right. I’m in agreement as far as the power off landings. If I see a neighbor, I avoid houses, I have a little route that I come in and go in quiet. If they’re on the back porch they wave. I get along with my neighbors. The Olsen Ranch is on 3 sides of me. I cooperate with them. I’ve provided some rides and looked for cattle that haven’t come out of the high country. I’ve had no problems with my neighbors in the 7 years that I’ve operated in a very similar way to what Sam has proposed. When I first heard there was an airstrip that was proposed in the Elk Bend area, I was very interested because like you said you are always looking for a place if you needed to land. That was my number one thing, I wondered gee I wonder where he is going so I can recognize this. I fly from Challis I’m at 7,500 feet going up the canyon, do I land on the road? It’s just good responsible piloting to do it that way. The Second thing I wondered was if he was near the Dusty Mule so I could fly down there. It’s too far. As my airstrip is the same it’s on turf, it’s not open to everybody. I invite chosen friends to land that I know are responsible and have the equipment to land on a 1.000 foot strip and do it safely. In that 7 years I’ve had 4 guests. I was under the deal of handling no more than 5 take offs or landings a day and believe me if I have 5 take offs and landings in a month, I’m a happy guy. I’m not flying to Boise or anything. I don’t fly unless it’s a nice day and it’s a calm day and I don’t fly at night. I have an agreement with my friend Kathy that if the winds are up or it doesn’t look good, I’m landing at the Salmon Airport and she’ll come get me. I’m not going to take any chances. There are bad winds in the canyon and I’m sure that you have that arrangement also. So that has been my experience with neighbors and houses and I just wanted to share that.

**James**-Anyone else supporting the application?

My name is **Kris Sligar**, Hamilton Sligar. My parents have lived next to the Salmon Airport for 47 years. There’s a 20 acre piece of ground between them and it is not a noise situation whatsoever. You hear them and this is a lot busier than what they are anticipating. You hear them on occasion if they take off and they’re heavy. In the heat of the day, I think we’re trying to make this be like an LAX situation here and I don’t feel like it is. He’s made it clear that it’s once a week maybe, possibly. We met Sam and Buttercup last fall. My husband has run of the range up Iron Creek and some of the cows had gotten down there and Sam was a great person. He let us use the corral. It hurts my heart that as neighbors that this has become an issue and we’re plying each other against each other. I don’t think anyone has taken the time to see what his proposal is before jumping to conclusions that he’s a bad person. Every single person in this room, I’m not saying you weren’t born and raised here but your family at some point came here. We all wanted the same dream, we all wanted to come to Salmon, Idaho and build a life. That’s all Sam and Buttercup are trying to do. I don’t think that they’re trying to hurt anyone or make anyone’s life uncomfortable or detrimental. You guys all live on Highway 93, there’s just as much if not more, 5 Harley Davidson’s go past your house it’s way more noise than these airplanes. It just hurts me that we are fighting and treating these nice people the way that’s going on here. They want this dream too and every single person in this room has gotten what they feel they wanted and I hope that we would really consider that. I think they’ve taken all the steps to make sure they’re safe. I just wish that we could all be neighborly. We all want the same so I hope we can make this a reality for them also.

**James**- We already have the written testimony so if you don’t want to get up and give a verbal you don’t have to. You can if you’d like to. Verified that the written had been submitted to the board and they had read it. Those in favor please continue.

**Bill Lawrence,** I’m at 222 N Agate which is right on the line of where his departure is. Until he’s flying up the river he’s flying right over the top of my house. I have no problem with it. I think what’s happened here is there’s a lot of rumor and things going on and nobody bothered to go meet them. Everybody’s just assumed what they heard is the truth. I took the time to go over and leave a note on their fence if you’d like to meet us, I’d like to meet you and left my phone number. Buttercup responded within a day and we’ve been over there 2 or 3 times. I’ve seen the work they’ve done and they’ve just made a miraculous place out of that already. It’s still in the working. I have no problem with that plane flying through my area. Theres more animals killed on a highway from trucks and everything else so that tells me they’re not scaring the animals with the plane. All the animals that stay down on the highway get killed, they’re not running off because of the noise. That’s just the way it is. I agree with Kristi. You should meet them, they’re great people. They will do anything for you that they can to help you out. I really liked them, I know Jody’s met them… That’s about all I have to say. It’s a real bad move not to approve this airstrip. It’s in a great spot for them and I know they’ll do a really great job. Stay in touch with everybody as far as that goes.

**Kevin Lee** 17 Schofield Lane, Salmon. I’ve just been coming back to this country for a long time. I’m a pilot of 22 years. A backcountry pilot and I fly a lot. I enjoy visiting the backcountry and recently kind of made a change in career and I’m out here full time now working. I really appreciate Sam’s presentation. I thought it was very well done. As far as safety concerns, being a pilot, I looked at that and I think he’s covered all the bases. I’ve got a private strip in Rexburg at my place and you just don’t use it as much as you think you would. As far as frequency use making a lot of noise my impression is that it’s not going to be a real issue. I appreciate, like the other fellow said here, knowing that there’s an airstrip somewhere between here and Challis in case you have an emergency. God forbid you have to do that but I’d rather find a nice strip that I could say ok I’m up at 8,000-10,000 feet and I can circle down and land at that place if I have problems instead of trying to figure out a field or a river of all things to come in on. My impression after listening to the presentation, I’ve looked at the maps just briefly, and I just don’t think it's going to be a real issue with noise and disturbance of peace in the area. Theres more advantages than disadvantages to it. I feel like it’s his land and we should have freedom to do what we want with our lands as long as we’re not going to hurt other people.

**Uncommitted Testimony**

My name is **Warren King**, I live at 1704 Main Street,Salmon Idaho. I’ve got 2 lots there out on Agate next to Mike Hale. I don’t know Sam or Buttercup, I’m not doing anything to them, I’ve never spoke to you and I’ve just heard about this recently. Questions I have are, you say no one else is using your runway except maybe a friend. Well, how many other friends do you have that may or may not want to come in? I can’t believe you only have one friend who flies. That’s the first. You’ll be flying directly over my property. The airport is 11 miles away. Why is it important to land at your house in case you forgot something? It’s 11 miles, less than 30 minutes if you forgot your backpack. You could be back to your house, back to your plane and leave and that’s where all the planes are dedicated out of leaving. We’re all well aware of the Salmon Airport and that’s where it leaves from. You know, the noises won’t be over your house, they’ll be over mine. The wildlife, you say a goose flies low. What about fast flying birds? What about birds you don’t see? Jets hit birds and they’re going a lot faster than you will. All it takes is that one and I’m not saying that you would intentionally do it, I know you wouldn’t. Once that happens how can you fix that, you can’t. What type of insurance will you carry that will cover any damage to anybody’s property, if you should, by accident have a plane wreck or whatever. What happens if you do have an accident, file bankruptcy, move on outand then leave it for all of us to clean up. That’s for us to deal with and you can leave. I realize you said you’ve been here for a few years and I’m not knocking that, I don’t know you. I’m just asking questions of what if? 500 feet to take off, what if it’s too late? I don’t fly, so you’re saying landing you could pull back and do all that and I get that. What if you’re taking off and then you have a tragic problem and you have to ditch. What if you’re over a house, what if you’re in the river? What if, you say you can land in the river… you know how much fuel, you said 55 gallons and 10 quarts of oil. I’m not an ecologist but I know that type of fuel and oil can ruin parts of a river for a while. Once that happens how are you going to fix it? What are you going to go do? Like I said, the ecological thing, I have riverfront property so that’s an important thing for me. I’m not disputing anything you say, I listened to everything you said. My notes are just from what you said. That’s it, I put them down on my phone so I could voice my opinion. I have not decided for or against. I would just like answers to the questions of what if? Because nobody drives their car out and wrecks it, nobody does that. What if? What do we do then, do you say you’re sorry? Like I said, the insurance, what type of insurance will you have? That’s all I really have to say, thank you.

**Opposing Testimony**

My name is **Robert Schiffman** and I live at 5 Peacock. I really feel sorry for the wildlife that live through this corridor. There’s hundreds of geese, ducks that are in the process of nesting right now and they will be there until the geese molt. That will be in August. Canadian geese are known to be a hazard next to airports. Just ask the people of US Airways flight 1549 that crashed in the Hudson River near New York. Luckily, they had a skilled pilot and they were able to land but they called it a miracle. This was done by a flock of geese that the plane struck. He makes suggestions and says he has a fire extinguisher in his plane. Again, like the gentleman brought up, what if there’s a fire? Will a little automotive type fire extinguisher stop the fire? I don’t know, I’m not an expert in fire suppression. Another thing I would like to bring up is Lemhi County has a wonderful airport just right down the road here and he lives about 15 miles from this airport. What’s wrong with using the County Airport? All of us in this room pay taxes and these taxes support this airport. He’s going to be a taxpayer too, I’m sure he is, but why not use the County Airport? Why does he need an airport in this corridor? There’s hundreds of animals that utilize this corridor. There’s elk that come through here, deer that come through here, there’s nesting geese, ducks that are in this corridor… Also, it is a very windy corridor. The wind blows there all the time.This is another characteristic of this canyon. The last thing I bring up is I hope the County abides by the FAA regulation FAR 91.119 which strictly calls all airports need to be at least 500 feet from any structure, person and so on. I know that Lemhi County has, in the past, approved airports. There was one in July 11 of 2022 that was approved by Lemhi County. This airport is almost a half mile away from the Lemhi River. This runway is right against the Salmon River. I don’t have anything else to say, thank you for your time. **Ty**-I have one question for you. Do you live in proximityof the airstrip? **Robert**- Yes, I live on 5 Peacock. **Ty**- You realize there’s airstrips all over next to the water? **Robert**-I understand there’s airstrips all over Lemhi County. I understand that and this area does flood if not yearly basis. He did mention that it is in a floodplain. There’s bank erosions all the time along this corridor here. So, it is a problem. **Ty**- thank you. **Jeff**- You mentioned 91.119, can you quote where it says what you said? **Robert-** I don’t have the regulation with me. **Jeff**- He’s got it on the board. **Robert**- It’s 500 feet**. Jeff**- What’s the first sentence? **Robert**- Over other congested areas an altitude permits 500 feet. **Jeff**- What’s the first sentence? **Robert** repeats the same line. **Jeff** keeps asking for the first sentence. **Robert**-except when necessary for take-off and landing. **Jeff**-perfect thank you**. Robert**- I understand that. You know last November I was sitting in my home and he probably landed his plane for the first time. I literally ran out of my house in fear that there was an airplane landing on the highway or in the hayfields around me. So, for him to say that there’s going to be little or no noise, well… Anytime you have anything, a combustion engine near water, that water reflects the sound and it does create additional noise.

My name is **Mike Albrecht** I live at 42 Warm Springs Road. I’m not worried about the noise I’m protected by the hills**.** My position, I am a fan of aviation and I’ll tell you why. I started flying in 1988 right here in this valley. After that did 24 years for the United States Navy and flew fighter jets for 18 of those years**.** So, I love aviation, I love the desire to fly. In that time, you’ve all seen that movie Top Gun, the original one? The guy that said “I want some butts”, that was me, that was my job literallywith the Top Gun guys. I was the operations officer at Naval Aviation Warfare Operations Center in Fallon, Nevada. That actually pertains a lot to this here. In the new movie you saw the canyon flying right? Actually, I was Operations Officer when they were filming those first scenes of the training missions in Top Gun’s movie so I know the risks associated with flying in narrow canyons. I was also the one that opposed Tom Cruise to push it down to 200 feet. He wanted to actually kill our pilots. I can tell you also that I know the name of an aviator down in California that after the first preview for Top Gun 2 came out he aborted against the side of the hill because he was pushing himself in a canyon. From my perspective here I look at it from a safety aspect. So, I am a fan of aviation but safely. When I looked at this approach, I am very used to 180 degree approaches into the runway but I saw the hills here and the hair on the back of my neck went up. I’ve lost way too many friends to safety incidents, guys pushing the envelope too much, and to me this canyon looks really narrow. That’s my opinion, I have not flown a Cessna 180 though. I do know the wind patterns here and let me go back to Fallon Nevada. The first thing that every squadron or airwing came through 90 days before deployment came through Fallon Nevada. We sat them all down and we talked about the 3 H’s of hill: High, Hot and Heavy. Altitude in Fallon Nevada is almost the exact same altitude here, 4,000 feet roughly. Most of the guys that fly in the Navy are used to flying at sea level right off the carrier. The density altitude there is different, your engine performance is different, your turn radius is different. As your making your approach turn here you actually take further distance to make that turn. So, I look at this, yeah and the power off coming in on the approach, you can make that, you can dive that in and you can be pretty safe. I’ll address the birds. I’ve hit birds. I’ve hit birds in F-18s and yeah it bends metal, it cracks windscreens it goes in engines and takes them out. There is those things. For me, I need that speed to be able to avoid them and you don’t have a whole lot of room necessarily in that canyon. Personally, I’m concerned that the next steps when you have risks is to mitigate them. I had a chance to talk at the Flight Birdmen Association Chapter in Carmel that was started by Jimmy Doolittle. If you know Doolittle’s raid, that guy took risks, but it was worth it. That’s something in aviation we need to mitigate risks and answer is the juice worth the squeeze? I, personally, that is a consideration that I appreciate what you did talking about the safety aspects. We definitely appreciate that. We would spend hours briefing safety prior to flights. I’m still concerned. There are a lot of birds here. At airfields we had a very conservative effort to scare the birds away. I don’t think we want to do that here. We want to encourage wildlife and birds are probably your biggest risk besides the buildup of the elevation around it. Someone who has mitigated or has planned for those risks can operate fairly safely as long as they have, as Sam has stated, he’s thought about this but it is a concerted effort. Next catchphrase I will say is “If you build it, they will come”. So, my challenge here is as you mentioned in previous Special Use Permits you’ve given a limit of 5 per day. As you said that’s plenty. When we’re looking at the overall community let’s bring that down to something that’s appropriate. I think what I heard was maybe on average 4 a week, that allows for friends too on average, not saying you can bring only one friend in you get a week, take offs and landings. If you live in it from your perspective from the Planning and Zoning permit use, now you’re going to make a concerted effort to report whoever is coming in there. Also, with Sam he’s going to use his few approaches and landings and take offs, then he’s probably going to brief up his guys and they’re going to talk about safety issues. In essence you are taking a part in mitigating those risks by not allowing everyone who has a plane to fly in there and you’ve already addressed this too so I don’t think this is in conflict. Why I’m saying I’m opposed is I’m opposed to just the free use of it, I think we just need to limit that. That’s the concern. I’ll throw on my other hat and that’s Fire Commissioner as well, so in regards to the risk I know Joe Dietzel has already submitted a statement there so I think we also need to take that into consideration. Crashes, the difference between an aircraft and a car, the speed, the momentum, it’s just plain physics. I’ve been on plenty of crashes and been with on the QRU and the Fire Department to road crashes here. There’s a difference in aviation. That’s all I’m going to say, so that needs to be mitigated. So, barring any questions or rebuttal that’s my position.

My name is **Joseph Dietzel at** 429 Elkhorn and I’m the Fire Chief out at Elk Bend Fire Protection District. I’m opposed to the airport. I was a fire fighter in Washington for over a decade and I’ve been on plane wrecks, I’ve been on some of the worst fire accidents you’ve ever seen. My biggest concern as the Fire Chief now is protecting all of you and your property. While I’m sure you guys are wonderful people, we have not met yet, I don’t doubt your word. I’m objectively only from the perspective of a Fire Chief opposing this because we do not have the equipment, or the training, or the capability at the moment to respond to an incident in a timely and effective fashion to do any good to any one of you or any of your friends who are actually injured or there’s a wildfire started from the malfunction of your aircraft. The closest station we have to your airstrip, pretending that I have a guy sitting there 24/7, is a minimum 12 minute drive. Like I said we don’t have the equipment or the training. I realize there’s other airstrips in the area and the district that I just learned about today listening to this gentleman up here. That was before my time as a Fire Chief. If I was around then I would have opposed those too for the exact same reason. That’s my perspective. It’s a huge increase in risk in that area and that’s all I have to say.

My name is Teri Crowther, I live at 21 Pack Idaho Lane. I’d like to introduce myself. There’s a lot that’s been said and I appreciate what you said about as far as when necessary, when needing to land or take off and I can appreciate that. The one thing I am going to say is we are located right here (on map) and I’m going to tell you it’s not quiet. You broke my window when you landed. It rattled the windows and now it’s cracked. So, I can appreciate that to you it’s not loud, and you can laugh and that’s ok I understand it because I don’t want to squelch anybody’s passion, I truly don’t. I also don’t want to squelch the idea that people should be able to do with their property what they want. I think there is a thing called common courtesy, and just as all of us could have come to you, you could have come to us and said “hey, this is my name and this is what I’d like to do.” It might affect you but that’s not what occurred. What occurred was, I was on the phone for work, my husband was on the phone in the other building with his sister, you landed. We all ran out of our houses wondering if somebody was fixin’ to crash. We had zero warning and that was upsetting for sure. Now at the same time we also have another issue that came up. You did, are you saying 4 landings, 4 approaches, 4 take offs is that, there was one day that there were at least 2 possibly 3. Asking **Sam** for number, **Sam** said this is your statement… There was 1 day he at least came in and landed and you took off twice in that day. It was noisy on your approach and it was noisy on your take off. We were literally 433 feet away from your road on your property which means you were probably approximately 395 feet away from our home to land. And again, we hate to squelch the idea that you can do what you want with your property because that is right, I totally support that. I would hate somebody telling me what to do on my property. At the same token, I like to keep in mind that I’m a member of the community and as such I need to approach it as a community. Sometimes that means saying hey, I’d like to do this. If I want to build a building, I’m going to talk to my neighbor about it and make sure it’s not going to be a problem. There was one other incident that I am concerned about and that was the day that you floated down the river shooting the shotgun across the river and there was fire coming from the other direction. You were right next to my husband. You couldn’t see him because he was in the bushes. We were clearing out some clematis and you fired. It sure looked like, I’m not saying that’s what it was, but it sure looked like hazing. Which Fish & Game told us is illegal and that was the term they gave me, I didn’t know, I wouldn’t have actually thought of that. So that was a concern. Again, you got a hunting license you’ve got the right to hunt. Again, your property your deal. However, when you look at the entire picture it looks a little different and I guess what I’m hoping is that you recognize that and that maybe instead of this being a huge opposition this could be a win-win situation. I truly believe in those. But at the same time when it comes to safety issues there is some question as to our home owner’s insurance. They want to wait and know if this airstrip is approved as to whether or not it’s going to impact our home owner’s insurance and it could. Simply it might jack it way up I don’t know. But when we spoke that’s one of the considerations that they’re having. So, I look at this and I think on the whole the flying over was not an issue. I actually, flying over in your approach was not a problem, but when you land right behind the house it was a problem. It was a good thing I wasn’t in the milking shed milking the cow at that time because I might have ended up dead. I’m not joking. If any of you have ever been around large animals in small spaces when they’re spooked it’s not a good thing. So that’s why I say maybe approach your neighbors and say this is what I’d like to do you probably would have gotten us all on board and actually helped you come up with a plan to make everybody happy. That just kind of sucks that that isn’t the way it went. This isn’t meant to be punishing, this isn’t meant to be rude or calling you guys bad people. That isn’t what it is at all. What it is, is we have a right to the same existence you have a right to. Right now, your desires are incongruent with ours. So, there’s got to be a place to meet in the middle, at least in my opinion. I don’t want to be polarized but at the same time I don’t want to be so negatively affected that I feel like after living here for 24 years I have to sell and lose my home because my peace is gone and that sucks too. So, this is something I want to bring up, I do appreciate how well you did explain a lot of the mechanics of the landing works and how your plane works and how you plan to address safety issues I can appreciate that. I thank you for that because you gave me information I didn’t have. I just ask that you consider that there is a noise issue and if a landing strip is put there can you look at the whole picture before we decide where somethings going to go and what it’s going to do and that safety issues such as the waterfowl … You know we’re migratory, we’re a migratory river and so we’re going to have these migratory birds every year and we want them there, we want that. Because that’s part of the appeal. Is there a way we can look at that and approach it without it being an all or nothing, because all or nothing is a lose-win. Thank you.

My name is **Bob Gibbs**, I live at 1908 Highway 93 South. I’ve lived there for I don’t know 35-40 years. I live right here up on the hill looking across the river from the landing strip. You’re sitting out in the yard when that plane goes in to land it’s noisy but the biggest problem is wildlife. The biggest problem is geese. If you guys haven’t ever been out, I can’t give you an address but right across the road from me in the pasture they’ve got geese and I’m talking an excess of 200 geese. Right now, they’re flying all over landing and nesting and that is my problem because once they raise their young, we sit and watch them run up and down the far bank across the river on his property right next to the airstrip. I don’t think you’re going to run these geese off they have offspring. I think they will stay there if you get nasty. That’s probably all I really have to say is wildlife. If you want to wait here another couple of weeks just drive out there and sit there and listen to them and watch them flying. That’s about all I got to say.

My name is **Ruth Anderson** I have property at 14 Bee Haven and 10 Peacock and there’s 2 homes on 14 and 1 on 10 Peacock. I did some research and on July of 2022, Thoreson and Lemhi County private airstrip next to Lemhi River and that was approved. Two issues that caught my attention was the County requirements for the topsoil of the airstrip had to be dug out and at ground level and then filled with compacted gravel so there would be no maintenance that would reduce fire fuel. That was one of the things that you required for that landing strip. According to your documents. I’m not at (fear)? that it’s ok to land in a pasture that’s not water it has dry grass and it will be heavily maintained especially in the summer months. I’ve observed Mr. Chambers proposal and this river, the Salmon River is about 50 maybe 60 feet across from the landing strip. The river has several bald and golden eagles that fish and nest there that nest amongst the trees by 5 Peacock and they fish that river corridor on the bend all the time. Daily actually. This also has osprey, geese, ducks, cranes, etc… It’s also a migration corridor for the trumpeter swans and the snow geese as the sides and the river were filled with them this month. You could look outside early in the morning and it was black with migration. This is also a big game area for elk, deer and bighorn sheep. In the summertime I get up and I do my chores at 5 a.m. and I can hear and see elk on the area where his runway is going to be, his airstrip. Every morning. The Fish & Game has suggested that he has a fence around the airstrip to prevent the deer from going over it and stuff. It would have to be a quite big fence which is what I have around my property and that’s the only way I keep out the deer and the elk. This is also an area that’s a floodplain during high water and I’ve noticed over the last 8 ½ years that when water’s really high for a long period of time along the river and it comes up over the bank that liquefication occurs on the soil anywhere from 15-25 feet from the river’s edge because it’s so much water coming down for such a long period of time. I’ve seen banks from erosion fall into the river because of these high-water marks and I’m talking about my property. I want to really hit on this not a problem with the geese and migration because I and 3 others were on the banks and there’s me, Erv and Darryl here that observed Sam and his companion. He was coming down my side of the river in a pontoon boat with a shotgun, she was walking with a shotgun on his side of the river and they started firing within 10 feet next to us, across, crossfire. **James**- keep this on the proposal here, we don’t need hunting stories. **Ruth**- It’s not a hunting story they were doing it to haze the geese and get the wildlife out of there and the reason they were doing it is because 3 days earlier he had landed 2 or 3 times and I was on the riverbank and watched the birds fly up in the front of the plane. In the flight path. Now the only reason I can think of that he would try to scare the birds off the river was because he noticed it was a problem as well. **Ty**- Did he take off after he hazed the birds or what you say he did? **Ruth**- He kept floating down the river and he put out at Dugout Dick’s, then he got in his truck, his companion came down and followed him in a white truck and picked up the pontoon boat. **Ty**- Did he take off after that incident? **Ruth**-Yeah, he didn’t come and say anything to us. **Ty**- No, did he take off in his plane? **Ruth**- No, no he didn’t take off. Currently as previously said by him doing this that tells me that he doesn’t worry about the birds flying up in the plane as well. Currently there’s a lot of geese and waterfowl, they’re all nesting right now. They’re eating all the brand-new green shoots coming up in the fields. That’s a big thing for them. There’s no adequate fire suppression in this area and this canyon has high winds daily. Very seldom does the wind stop. I’m going to also bring up on June 8, 2009 migratory canyon geese brought down Flight 1549 on the Hudson River. One 8 pound goose, when they did their dive under for their autopsy on the engine in the Hudson River found out this 8 pound goose that brought it down was a Canadian goose. They did all the research on it and everything and so that just tells you 1 goose brought down a passenger jet. One, in the end. I’ve contacted my insurance and I’ve given them the parameters on how close he is to my building and they said they would probably cancel my insurance. But they wanted to see surveyed distances not guesstimates or taped out guesstimates for distances but actual surveys. And they also wanted to see the terrain area which one side is the river, the other side is the mountain range that kind of wraps around just below Dugout Dick’s there at that mountain range comes in towards the river a little bit and then strains out a little there by Dugout Dicks. One thing somebody said is mitigate problems. I agree with that. Why can’t he move farther away from the river when he comes and goes, and why can’t he take his current road and build it alongside the river and land his plane closer to the slope of the mountain. Why not? The other issue we have is how to get fire trucks in there if there’s a fire. If there’s a fire in there this summer that whole mountain will go down. You know it won’t take much to burn it down. I don’t see fire suppression, there should be something. Maybe put a motor down there with a generator so that he can take water out of the river if he has water rights or move some of his water rights up by his house, put them down there by the river. So, if there’s a problem he’s got some kind of water there. And also, another thing I needed to bring up is if you’re coming and going and you’re landing or you’re checking out the runway I know there’s a lawsuit right now where a pilot, and it’s Trent Palmer’s case, hinges on the legality of inspecting an off-airport landing area. If you’re coming down and you’ve got cows or you’ve got animals down and you’re checking out your airstrip and you’re there and you decide you’re not going to land, actually that’s a violation of the FAR act. Because, and I have it right here for you to read, this is in litigation right now. Because they’re very specific how the law reads-it says only for landing and take-off. So, if you come down and check your airstrip and make sure there’s no livestock on it or anything and if there’s cows grazing, I just took pictures the other day there was cows laying on the airstrip. How do you get them off? You’ve already come down the mountain and you’re coming down. Because they like to lay under the brush and the trees by the river. What if you don’t see them? And then the engine startles them as he’s landing and he pulls up, that’s a violation. Here it is right here if you’d like to have it. **Polly**-he can’t have it. **Ty**- I have one question for you, you mentioned the Thoreson strip was that in the approval of that acceptance for the parameters or were you just stating. **Ruth**-No that’s what your, that’s what you wanted. **Ty**- So you were just stating. **Ruth**-yes.

My name is **Debbie Bridgham** I live at 395 Elkhorn Road and I live in Unit 1. You have done a very good job. You have answered almost 2 ½ pages of my questions that I had. But this is more of a question for you guys, if this is approved what are our recourses if things aren’t followed, the noise is horrible. I mean do we have any recourse? Is this something that is looked at on a year basis or 2 years that people can come back and say you know we can always file a complaint, but complaints fall on deaf ears. So, what recourse do we have? If the rules aren’t followed, where do we go? Are there strict guidelines that he has to follow? I’m definitely for people doing what they want with their land, but this hits too close to home. I do fear for your safety but I also fear for our safety. Unforeseen things happen all the time. If his airplane goes into one of our houses, we don’t have any water out there. We have a truck full of water that’s it. We just don’t have the resources out there. What recourse do we have on anything. He’s done a great job answering all these questions and so on and so forth, but where do we go? How do we fix the problem?

My name is **Ken Hackathorn** I live at 1874 Highway 93 south. My concern is the fact that where I live, for a point of reference you know where Dugout Dick’s place is the big rock that’s in the road, that rock is exactly 144 yards from my parcel. The road would be a Forest Service Road and the end of the driveway is 212 yards. My concern is, and I watched last fall when Sam flew his aircraft out-a very nice bird, flew down. He made an approach from the north flying south upriver to make a landing. In order to do that he has to fly down that canyon and point of reference is that canyon in the summertime has some very interesting winds. This is in the summertime, not in the winter. When he flies down in order to make his approach he has to get right to where that bend is at Dugout Dick’s place and he has to bank sharply to the right and follow the base of the road down to where it almost turns to go to the gate and you have to bank again to the left to make your approach into his landing strip. My concern, besides the wind, is there are a lot of geese-not a few a LOT. If Sam eradicates half of them, I’m sorry you bird lovers, if he kills half of them, I’m for it. They’re the noisiest buggers you ever hear at night. You can’t get any sleep. So, I’m not going to miss them. I don’t have any problem with that. My concern is making the approach from the north to the south you’re pretty close to my place that I consider to be a real hazard. **Ken** starts talking to Sam saying he knows he’s a good pilot. **James** reminds him to address the board. **Ken**-The bottom line is the birds are a major concern. Again, it’s not just like 1 or2 take off at a time when they’re startled. Just check out that stretch of river there’s a lot of geese and it’s a concern.

My name is **Stark Ackerman** my address is 449 Elkhorn Road, Salmon, Idaho. I guess I’ll just start out by saying and I think this summarizes the feeling, this is just the wrong place for an airstrip. I respect private property rights, but protecting private property rights does not mean allowing any and all uses of property. The County Comprehensive Plan and Development Code establish balanced standards for deciding what uses are allowed or not allowed on private property. This airstrip does not meet the applicable standards for allowing it. I looked at 2 previous applications the Commission has approved for the Thoresson and J&B Adventures and this application is very different and you should not follow those precedents in deciding on this one. Unless I’m mistaken, those were not adjacent to a residential community of hundreds of properties and they were not located in a narrow, winding river corridor with steep hillsides on either side and a scenic byway located directly adjacent to the flight path. More specifically the proposed airstrip does not meet the land use compatibilities standards of the Plan and the Code. Relevant plan provisions are in element 1 Goal E which says: To review each proposed use carefully for its potential impact on current uses and mitigate any potential impact. Also, Element 5 of the Comprehensive Plan under Land Use, Policy 3, Goal D which talks about protecting existing residential areas from incompatible uses. In Section 6.4 in the Code talking about land use compatibility and more specifically requiring that all developments demonstrate how their development is compatible with neighborhood uses. The proposed airstrip does not comply with these standards. It would be directly across the Salmon River from Unit 2 of the Salmon River Estates Subdivision that comprises 1 of 4 Elk Bend Units with hundreds of lots. If the airstrip was approved it would result in aircraft flying at extremely low heights over the homes in Unit 2 and you’ve already heard some testimony to that effect. And probably some low heights over homes in other units just south of Unit 2. Although I’m not an expert, there’s that possibility. This would create significant noise and potential safety concerns. Allowing such activity does not protect existing residential areas from incompatible uses. It is not compatible with neighboring uses as required. There’s no indication that the potentially negative impacts of the proposal would be mitigated. Therefore, the Plan and the Code Standards have not been met. Their proposal should be denied. It would not be sufficient for the applicant to merely say that the use would minimize negative impacts which is what I think the Commission in some of the prior decisions may have assumed. Minimizing is not the same as mitigating. Minimizing does not define a specific requirement. A statement by the applicant that is not incorporated in the condition of approval is not binding or enforceable and can not be relied upon to satisfy an approval standard. One of the ladies before just raised that point too. How do you hold somebody accountable, what’s your recourse? If you really want something to be enforceable, if you really want to require that the applicant comply with that it should be a condition of approval just so it is clear for everybody. The proposed airstrip also does not meet the Wildlife Protection Standards of the Code and the relevant Code provision is in Division 3 Protecting Natural Areas specifically regarding fish and wildlife habitat. Which says that a proposed development must be designed so that it does not negatively impact wildlife. The proposed airstrip does not comply with that because the proposal does not show how it will protect the wildlife in the Salmon River corridor. Including the resident bald eagles, osprey and the geese who can be frightened and possibly forced to relocate especially during nesting season by the loud noise and close proximity of aircraft. You’ve heard other testimony relating to the wildlife in our particular area. Thirdly, the proposed airstrip does not meet the nuisance and hazards standards of the Code. The relative Code Provision there is 6.4.3 relating to nuisances. Talking about potential nuisances and hazards being mitigated by appropriate means. The proposed airstrip does not comply with that because it would create significant noise impacts that would conflict with the current tranquility of nearby residential properties. It would create potential flight and safety hazards if birds were frightened by approaching aircraft and take off that would result in a collision with the aircraft. Any aircraft damage could cause crash and safety issues due to the closeness of the surrounding residential properties and Highway 93. The proposal will create incompatibility and safety issues for drivers on Highway 93. A scenic byway as a result of aircraft flying low over the highway and distracting drivers and impending on the nature of the scenic byway. It would create possible safety issues due to the narrow and winding topography over which the aircraft much fly to land at the site. The burden is on the applicant to demonstrate that all the applicable approval standards of the Plan and the Code have been met. The applicant has not met that burden. However, if the Commission decides to approve the application, I believe conditions on approval are essential to doing at least something to reduce those conflicts that would be created by the airstrip. I have 4 conditions of approval I would suggest: The first is one that you had prior approvals and that is the private airstrip fields must meet all federal, state and local requirements. My second one is similar to what you’ve done in the past and I propose take offs and landings are limited to 3 per day with the exception of emergency landings. This is similar to previous conditions of approval. Over the slightly reduced number of flights due to the large number of residents in close proximity to the property. This condition is also designed to ensure that the landing field is not used for commercial or high-volume purposes. And it sounded like Sam was agreeable to something similar to that. He talked about not intending to use it for commercial purposes or having high volume but again I would say this needs to have this kind of language in the approval so that it can be enforceable. So that It’s not simply something in the record in the proposal which is lost to posterity. Third, take offs and landings should be prohibited between sunset and sunrise except in emergency situations. This is to reduce the impact on incompatibility with the large number of residents in close proximity to this property. We shouldn’t be subjected to noise during residential quiet hours and to reduce the safety risk of night time flights. It sounds like he is not intending to do any night time flights. He talked about maybe 30 minutes before sunrise, 30 minutes after sunset, but then again this is a residential neighborhood just across the river and some quiet time is appropriate. Maybe just beyond something just because the visibility is poor. And finally, and this is addressing one of the other concerns, that some of the other people have raised. The Special Use Permit approval should be reviewed after 2 years to assess the impacts and compatibility of the use. This is warranted due to the potential impact and safety issues related to the proposed use. There’s a lack of understanding maybe a lack of familiarity of the residents in the general area and Sam and his proposals and it isn’t particularly healthy. I think that sometimes experiencing what happens if you decide that you want to approve this, would help in having a review after that so that everybody can understand what the true impacts are and not simply speculating about here’s what I’m proposing to do and it not being really an ordinary matter of course history to base that on. That’s all I have, thank you.

**James**- Any other comments against the proposal? No one approaches

**Rebuttal**

**Sam-** Ok I’ve got a lot of notes on this. First one is it’s safer to have an airstrip in the valley just as a few people have mentioned as a place to go. As far as the number of friends I have to fly in, yeah I’ve got more than one friend for sure but I doubt they’re all going to fly in on the same day and they’re all going to fly off at the same time. As far as the fighter jets in tight canyons and airplanes that are doing 500 knots, I’m doing about 110 knots cruise flight. When I’m coming in to land, I’m doing about 55 knots. The reason jets hit birds is because they’re going so fast the bird can’t see them and they can’t see the birds. The birds have no chance, it’s already over. The reason the engine shuts down is these are turbine engines, The turbine engine injests a bunch of junk, it shuts down. My engine is the same as a tractor or a car. It’s got a carburetor, and air filter… the only way you’re shutting that engine down is to plug up the intake and that’s about a 1 in a billion shot. It keeps getting referred to as an airport, it’s simply an airstrip. It’s 50 feet by 100 feet, it’s not an airport with taxiways and big fire trucks and a rotating beacon and instrument approach. It’s just an airstrip for little airplanes. 1500 feet and a lot of my friends won’t go in to something 1500 feet, they won’t fly in that terrain. I’ve been doing it for years and I’m working on my CFI right now so I can specifically teach backcountry flying and flying in the mountains. As far as the airstrip being near water or a fence Fish & Game in this state they’ve got their own airstrips, there are no fences around those. There are numerous strips in the backcountry- Lower Loon, Thomas, Cougar, all of those are right on the river and nobody seems to have an issue with those. The density altitude or DA that you were referring to for performance. Performance is degraded when it’s Hot, High and Heavy. I’m well aware of the performance of my airplane and I don’t like flying when it’s hot anyway. I’ve also got an engine that’s not original to that airplane and I’m pushing about 300 horse power and the airplane originally had 225. I’ve got the ability to perform even when it’s hot. Most of my flying up until the last 6 months has been in the state of Colorado. Colorado is rugged like here it has valleys, but picture adding 4,000 feet to everything and that’s what Colorado is. Airstrips in Colorado I’m landing at 7-8,000 feet regularly. I landed one of my airplanes at 11,200 feet on skis. So, I’m well aware of that, of the degrade in performance and what it means in situations like this. Everyone is bringing up the winds, the winds, the winds. I’m as well as all the pilots in this room are more aware of the winds than anybody. I have a readout on my panel that tells me which direction the wind is and at what rate. I landed the one day to the north with a 9 knot tailwind. I knew exactly what it was before I was going there. As far as the wind never stopping, I obviously went in there 4 times, it can’t be that bad. The wind especially in the mornings does not blow that hard. In reference to the number of times I’ve been in there, I have an app on my phone called Foreflight and I have it turned on every time I fly so I can record every flight. It shows where I went, how high I was, you can even put it in a 3D model. Specifically, so if someone claimed that I was buzzing their house or violating the FARs, the Federal Aviation Regulations I can pull it out and say at that date and on that time, I was exactly 1,100 feet above the ground doing 110 knots and my flight path was straight. I wasn’t veering this way or chasing wildlife or anything like that. And I can say there was no day that I landed out there more than once. I landed 4 times on 4 different days and I took off 4 times. One comment said that the airstrip was 50-60 feet from the high water mark. Great, that’s double, 220% more than I legally need to have. As far as the goose hunting, I’ll be very very clear, I was not trying to scare those geese I was trying to kill them. I was hunting. I was shooting those geese. She makes a wonderful goose stew. I took 5 geese the whole season. The daily bag limit is 8. As far as running outside to see if a plane has crashed that I came in and landed, I’m really sorry to disappoint you. As far as the fire suppression nearby, my aircraft going by is not different than all the other planes going by every day. Gem Air runs the caravan, you guys live out there, Gem Air caravans going by every day, sometimes twice a day and they’re going right by. That aircraft carries 335 pounds of usable fuel, I used to fly those that’s what I was flying in the Bahamas. It holds a whole lot more fuel than mine and jet fuel which has a lot more BTUs per gallon so It’s a lot bigger boom. That brings up another point, everybody says fire, fire, fire. Well, a lot of flatlanders, people not familiar with high density altitude and flying in the mountains come to Idaho every year because it is the destination in the lower 48 for pilots to fly. Quite often they can’t find the wrecks. Why can’t they find the wrecks? Because there is no fire, they disappeared in the timber. Fires are not a guarantee, they’re not even the norm. Fires are actually probably unusual in a small plane crash. As far as the noise I agree the geese are obnoxious but there’s other noise going on, we’ve got the highway and it goes all day. In the summertime until 10, 11, midnight, there’s Harleys. At your place, you’ve got a shooting range. It was going for 4 or 5 hours last Saturday. What’s worse, 4 or 5 hours of shooting or 4 or 5 seconds of an airplane? One last thing I want to mention. The supposed hazing of geese was hunting. She has never held a shotgun, she has never fired a shotgun, and we sure weren’t firing across the river at each other. Nobody was shooting at anyone’s houses. I’ve been hunting my entire life. Audience noise, **James** quiets them down. One thing I found was most humorous though was that if I had fire suppression, I could crash my plane, hop out and fight the fire. That’s all I got.

**James**- I have one question, you talked about hours of operation you said maybe you’d go out an hour or half hour before sunrise. Is that right? **Sam**- That’s what the FAA defines. **James**- What is your anticipation of the earliest you would fly out, could we put a restriction of a half hour after sunrise? Would you be good with that? **Sam**- I don’t really have any issue. I can say that I have no desire to take off prior to sunrise just because the depth perception is poor. I don’t want to do that. I am conscious of the fact that sometimes parts of the year that’s pretty early. I’m not trying to piss anybody off or make any more noise and get the neighbors riled up. The best flying weather of the day is the morning. There is very little or no wind. If there is wind then it’s enough, I’m not going. I don’t want to get beat up all day bouncing around in turbulence. It’s no fun. As far as hours realistically coming in at sunrise or sunset is pushing it. That’s about as far as I’d go because unless I’m close by I don’t know if I’m going to get back and still have enough time. It also depends on whether there’s cloud cover or not. Sunrise and sunset some days it doesn’t really get light. **Ty-** Are you into the residential noise restrictions usually they’re 7am to 10pm, is that what you’re thinking about? **James-**yeah that’s where I was going. **Ty**- Well in the summer you have to be very careful because you want to fly very early because of the air pockets in the mountains you’re going to create some liability for him in the summer mornings. In the summer mornings I would see that. **Jeff**-Are you talking on take-off? **Ty**- Yeah you take off a little later and it is hot and those heat pockets are there. **Jeff**-Because of those hills on the other side does that airstrip get sunlight at 7 in the morning? **Sam**-No. **Jeff**-If there’s no sun on the strip then you’ve pretty much not increased the temperature from the overnight temperature? **Sam**-I wouldn’t say that, because the hillsides are heating from above. **Ty**- Yes, the pockets once you get up in the air, the dead air from the heat on, because we’re so dry here. **James**- What is the earliest you would take off, like a half hour after sunrise? **Sam**- Some days I would want to take off right around sunrise. Depends on the time of year too. **Ty**- Would you be all right revisiting this if it is approved with parameters would you be acceptable to that? **Sam**-I don’t think that’s been applied to anyone else in the past so that seems to me you’d have to apply that to everybody equally. If this gets revisited, I see what’s happened we have a lot of people pissed off here tonight. I think a lot of it is they don’t want change they just don’t want someone else doing something and I don’t think that anger is going to diminish over time. I think they’re going to create scenarios claiming I landed 25 times one day and it’s just there’s a lot of statements being made that are obviously not based on reality. **Ty**-The reason I ask that question is it’s different and there’s parameters for those differences. That’s why I asked. **Sam**-If I have to live in fear the whole time I live there that someone is going to report me for something I just might not choose to be here. I don’t want to live in a place where I have to think are they going to be pissed off because I held the power in until I hit 800 feet today? Are they going to be pissed off because my friend Hector came and his plane is noisier than mine? Are they pissed off because Wayne came and landed his helicopter in my front yard instead of on the airstrip? It’s just a can of worms to me that people can go well we don’t like that he hunts geese because we’re feeding the geese and that’s why there’s a lot of geese there. They don’t like it that I’m hunting geese so they say oh he was out shooting left and right across the river trying to scare them away from the airplane. I’d be pretty disappointed if that was a contingency of the approval. **Ty**- What about parameters for how many times you land? **Sam-** I think 5 is a good number. If I run to town and get fuel, then I come back out and pick her up and go camping there’s 2. I think 5 is good because it's an easy number to achieve maybe 1 or 2 times a year. **Ty**- I’m just trying to get a basis of parameters, that’s why I asked. **Sam**- I’m not doing snow removal so if there’s snow around, I’m not flying. If it’s socked in snowing or raining, I’m not flying. If the winds are blowing 40-45 knots I’m not flying. I don’t want to go up there and mess with it. There’s a lot of days that I’m not going to be flying. Across the whole course of the year summer is obviously the best, spring is not so great. There were some beautiful days last fall and I got out and did some flying. Usually we’re busy on the property trying to clean the place up. I’d say we’re taking one day out of the week and we go down to the airport, we don’t think we ever took off before 7:30. We’d go out and spend the day at Fish Lake and come back the next morning and land at the Salmon Airport by 1030 or 11. We take off and go various places camping. We take off, we’re gone, we always come back.

**Hearing Closed**

Audience noise is too loud to hear anything. **James** reminds them we are still conducting a meeting and if they want to visit, please go out in the hallway.

Concerns over the 60’ Road Easement- Board discusses whether or not they want to address the issue this evening. They all agree that it’s late and we should move on. Better to discuss it next month and go through it.

**Polly** makes the Board aware that at any time they want to go see the airstrip they can but they need to go separately and make arrangements with Mr. Chambers. By State Law they have to go separately and not together. They just need to make the Board aware that they did make a visit. **Jeff** said he had been there previously before he owned it. **Polly** also let them know that they can’t visit with any of the neighbors or Mr. Chambers, just go and view the site.

**Unfinished Business**

Concerns over the 60’ Road Easement- **Polly**- I’m talking to Bruce tomorrow he was concerned with some of the legalities with what we’re doing. So tomorrow, Bruce, I, Chris and Curt are going to go over it. I am waiting until I have more to bring back to the Board. **James** explains to **Ty** the concerns individuals were having over the size of the 60’ easement and how it was restricting what some could do with their properties and how we have been working on it the past few months. **Jeff** also mentions the Road Standards and how there is too much and we are working on reducing what needs to be in the Development Code.

**Ty** makes a motion to table discussion and decision on Bluebird Airstrip until the next meeting. **Jeff** seconds. All say aye and decision is moved to the next meeting.

**New Business**

Joint Meeting for Stokes Amended Subdivision the following Wednesday March 27 at the Brooklyn. A two lot subdivision.

**James** asked about Thayne becoming a new member of the Board. **Polly**-He hasn’t submitted a letter for the Commissioners yet.

**James** -We need to nominate a Vice Chairman nomination. **Cody** makes a motion to nominate Jeff Nofsinger as the Vice Chairman, **Ty** seconds. There are no other nominations. Jeff is appointed Vice Chairman.

**Jeff** makes a motion to adjourn, **Cody** seconds. **James** moves and seconds to adjourn the meeting and all signify by saying aye.

Meeting adjourns at 9:20 pm

Respectfully, Lisa Olson