



HEADQUARTERS  
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26 December 2006

TO: All Squadron Operations Officers and CAP PILOT's  
From: Alaska Wing Commander  
Subject: Anchorage/Lake Hood Airport Segment

### ***Lake Hood Taxiway Operational Area's***

The Alaska Wing has experienced another unfortunate taxing incident between the Lake Hood (LHD) gravel strip (Z41) taxiway (state road) that leads to the south side of LHD and to the CAP maintenance facility. The pilot became confused when existing runway 13 at taxiway Hotel (mid field), crossed the taxiway and turned left onto the state road, crossed the state road and turned onto a narrow dirt road along the east side the north/south waterway. The narrow road is used for parking planes and also has small buildings in support of parked aircraft. The CAP plane contacted one of the buildings with the right wing. The damage to the aircraft is minor, but will require a new wing tip that will have to be color matched to meet the new paint scheme of said aircraft. (Repairs are est. at \$400.00 for parts and labor).

The pilot expressed that had an airport layout diagram been available in the aircraft that this incident would not have occurred. The pilot may be correct in his assumption, but there are other considerations that could have prevented the incident. If the pilot had been familiar with, followed, and exercised the requirements of CAPR 60-1, (adherence to the CAPR 60-1, close proximity to any object) also had reviewed the Lake Hood layout diagram on page 28 of the Alaska Supplement, the pilot may have realized and visualized the direction of the taxiway going to the south side of the lake. All things considered, there is really no excuse for this sort of incident.

The pilot has also suggested that an airport layout diagram be placed in the aircraft flight manual indicating the taxi route from the gravel strip to the maintenance facility, and this will be done. Steps had been taken, however, to provide LHD taxi diagrams for each units pilot information file (PIF) at

lease three years prior to this incident (remember the Gulkana accident) also the diagram is posted in the front Operations Office of the maintenance facility and can be found in the PIF book located at the entrance desk of the same facility. The taxi diagram dose show the taxi route provided to all units and should be available to all unit pilots. The diagram is still valid although it does not show the new parking area where another CAP incident happened about a year ago. The PIF is a valuable tool for flight operations and it is mandatory for the units to have a PIF readily available for the unit pilots viewing.

In addition to the placement of airport diagrams in the aircraft flight operations book, there will be installed at the Lake Hood Maintenance Facility two- way radio communication operating on 123.1.

The unit's **Operations Officer** is responsible for the upkeep and updating of the PIF. The PIF should have "a **Microsoft Excel spread sheet**" for pilots to document with their signature that they have read and understand all pertinent information, especially the LHD when the wing has experienced multi-incidents and accidents. Review of the unit's PIF prior for operating into the **LHD gravel strip is a must.** Construction projects are on going around the LHD area and pilots must be aware of what they might be faced with during take off, landing and taxing. Pilots that have never flown into the Anchorage/Lake Hood runways and/or used the taxiways are henceforth required to have received instruction and experience from a qualified CFI that is current in ANC/ LHD operations prior to flying/taxing a CAP aircraft into or from the ANC/ LHD area. Any CAP pilots that has not operated an aircraft into the LHD area in the pass 12 months will review the PIF and familiarize him/her self with the LHD taxiway prior to acting as PIC into the Anchorage International segment to include Lake Hood gravel strip. **See the following pilot requirements.**

As previously stated, the wing will take the necessary step to update taxi diagram and to make CAP pilots aware of the Lake Hood taxi route, the taxi route will be **high-lighted** to assist the pilot in recognizing the taxiway to and from the strip to the maintenance facility. Until such time as an updated taxi diagram is made available, the present diagram is valid for use. But it must be understood by the aircraft operator that the taxi diagram in itself will not prevent problems within the LHD ground operational segment unless each pilot becomes familiar with the ANC/LHD taxiways requirements and accepts the responsibility that accompanies being PIC. You need to understand that the taxiway between the LHD strip and the south side of

Lake Hood is an **un-controlled area** and ATC (tower) has no responsibility for aircraft using the **un-controlled portion** of the road. If you need assistance while taxiing contact the tower and request assistance, ATC may provide or refuse to assist. If they refuse, ask them to contact CAP maintenance or Anchorage airport operations that you need assistance. If it's a matter of losing your bearing, contact the tower, identify your present position and ask for **Progressive Taxiing**.

Please use caution and be courteous.

The taxiway between the gravel strip and leading to the south side of LHD can be and often is an obstacle course. The taxiway is narrow with a couple of blind curves, aircraft passing each other have limited to no room to pass, and this could lead to an incident. Aircraft are parked close to the north side of the taxiway, the taxiing pilot must be total aware of potential wing tip strikes. Sloping terrain (mid way between CAP and the strip) south side of the taxi way (towards the water) can become a problem if the your aircraft has to give way to another aircraft causing your aircraft to taxi off the taxiway and down onto the slope to avoid contact between the planes. Be aware the slope is gravel and dirt so use your engine power with caution and be courteous, there are aircraft and small buildings all along the water front that could be damaged from the back wash of the engine at high power setting or a hurricane of dust that will really upset aircraft owners.

Numerous information signs are all along the taxiway adding to the hazards and congestion to aircraft traffic. Some are installed high and some not so high that the pilot has a difficult time seeing them, but the tail, wheels or strut of the aircraft will find them if your aren't careful. The sun can be a real problem along the taxiway at certain times of the year, if it is low and at a level that blinds the pilot while taxiing into the sun, the pilot may not see an on coming aircraft or in fact anything object moving towards the aircraft. The best option is to stop and ask for help or park the aircraft until the sun is no longer a problem (many pilots monitor the two tower frequencies 121.9, ground and 126.8 LHD tower) for other aircraft using the taxiway, but not all pilots use or have radios. Most pilots are very courteous to each other along the LHD taxiway and it has been noted that a plane in trouble along the taxiway will have plenty of help from people on the ground within proximity of the troubled aircraft. This Wing expects its pilots to be courteous and show professionalism while operating at LHD.

Be aware that the taxiway at times is hazardous during the winter months. You may be hard pressed to identify the centerline of the taxiway, avoiding snow berms, the taxiway under certain ice conditions may present marginal control of the aircraft and or limited braking and stopping action. Use caution at all times during snow conditions along the taxiway.

The taxiway between the gravel strip and Lake Hood is a state public road; aviation has been granted permission to use the road for the movement of aircraft. Although some signs inform the public that the road is an aircraft operational area and give away to aircraft, remember it is really a public road and the public has the right to use as they see fit. You **MUST** be vigilant during movement of an aircraft, some pedestrians seem to have little regard for a moving aircraft, i.e. children allowed to run loose, skater's and jogger's with head phones, wheelchairs, drivers of vehicles that panic when they recognize a plane coming at them, loose animals can be a problem and the list goes on.

A sure way to avoid an incident along the LHD taxiway is be vigilant during taxing and keep your eyes looking outside the aircraft. Your flight plan, panel and radios should be already programmed prior to departing the hangar or departing the strip for the hangar. Don't let your ego over ride good common sense, making adjustments during taxing is not only foolish, but an invitation to an incident or worst yet, a serious accident.

The following pilot requirements and taxi procedures for "all" CAP flight crews (as of the date of this memorandum) is mandatory when/while taxing in the operational area of the Anchorage International Airport (ANC) and Lake Hood (LHD) operational taxi ways leading to the CAP hangar.

### **Aircrew Procedures and Requirements**

**It is mandatory for all CAP qualified Pilots that wish to fly into and out of the ANC/ Lake Hood aircraft operational area to have received certification that they are knowledge and capable of operating safely in the Anchorage International Airport Segment.**

**Pilots that have never flown into or from ANC/LHD will attain instruction and experience from a rated CAP CFI, The CFI will endorse the pilot flight logbook entry that he/she is qualified to conduct flight**

and taxi operations in the Anchorage airport area. The CFI must have flown within the ANC/LHD airport segment within the last 12 months to qualify as a CFI authorized to provide the requirements of this memorandum.

Pilots that are experienced in the ANC/LHD area, but have not conducted flight and taxi operations within the last 12 months are required to become current in the operations of the airport and demonstrate to a qualified CFI by conducting a flight into the Anchorage and Lake Hood runways to include taxing to and from all runways. A logbook entry is required prior to the pilot conducting flight operations within the Anchorage airport area.

Pilot Flight Logbook entries that indicates within the last 12 months that the pilot has conducted flight operations into the ANC/LHD area is qualified to conduct flight and ground operations within the ANC/LHD area.

Any CAP aircraft to be flown to the LHD maintenance facility "MUST" obtain permission from one of the following officers prior to conducting the flight: Wing Flight Operations Officer, Capt Ed Ross, Asst. Maintenance Officer, Maj Dennis Bailey, and Asst. Operations Officer, Maj Mike Paulsen or the Wing DO. Prior to the departure time the PIC will make contact with one the above and provide an expected time of arrival (ETA) at the LHD hangar, the arrival time will be within fifteen minute time of the ETA.

Upon arrival and clearing the active runway at LHD, the aircrew will contact the Lake Hood Maintenance facility on 123.1 before proceeding to the facility. If any question exists with the aircrew, they will request an escort vehicle to assist with taxiing to the facility.

*During normal work hours of the CAP maintenance employees (7:00am to 3:30 pm, M thru F except holidays and weekends) the PIC will contact maintenance crew to determine when to park the plane and/or request assistance to help handle the aircraft.*

*The PIC when arriving at the hangar will stop the aircraft on the centerline in front of the hanger secure the plane from movement, look the parking situation over for parking the plane,*

***and note any obstacles that may become a hazard to the movement of the aircraft before proceeding to park the plane. The PIC must be constantly aware of other aircraft movement, (OAS and State of AK Troopers aircraft come and go seven days a week) so as not to block the taxiway while awaiting movement of CAP aircraft to a parking ramp. The aircraft will be secured IAW CAPR 66-1 and a rudder lock (provided by maintenance) will be installed to prevent wind damage. No CAP aircraft will ever be left un-secured at the maintenance facility.***

**Aircraft arrival after normal work hours, weekends, holidays and/or evenings.**

***In the event there is no open aircraft ramp pad it may be necessary for the incoming crew to park the aircraft behind the south end of the hanger. Hand movement or gas power tug is the only method allowed to move the aircraft. Loose gravel and rap has been causing damage to the aircraft, especially the propeller if the aircrafts engine is used to power it to a tie down. CAP aircraft will not taxi under power behind the CAP maintenance hangar.***

***If a CAP aircraft is to be transported to the LHD facility after work hours, evenings, weekends or holidays. The unit must provide a flight crew of at least two crewmembers, unless arrangements are made with one of the above officers to meet the incoming aircraft to assist in parking the plane***

***The wings intention is to try and prevent any further ground mishaps.***

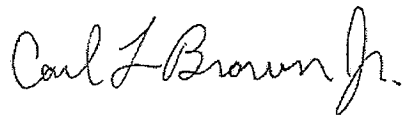
**This procedure memorandum applies to each of your squadrons so use the guide to prevent ground mishaps within the confines of your operational areas**

**A copy of this memorandum shall be posted in squadron pilot information file (PIF) for review prior to any flights authorized to proceed to the LHD maintenance facility**

All Squadron Commanders should have additional crewmembers on the aircraft to assist in observing

obstacles during taxing and act as ground marshalling the aircraft to a safe parking area. Pilots and flight crewmembers share a responsibility of safety during aircraft operations.

Official

A handwritten signature in cursive script that reads "Carl L. Brown, Jr.".

Carl L Brown, Jr, Col, CAP  
Commander, Alaska Wing