

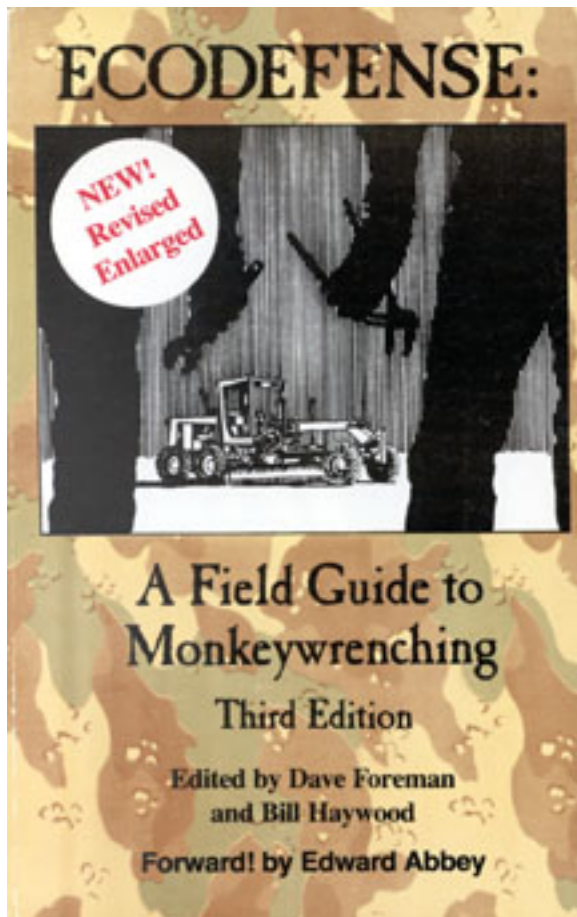
MPA,

I would suggest that the inquiry on Emergency use and Sabotage of back country airstrips also be sent to the Skywagon Discussion Group (if not already). I would be glad to post it there. Just let me know.

I have attached two pictures from a particularly nasty little book that is circulating on the other side. I know of several cases of runway obstruction and windsock destruction, but it took place on airstrips that were located on public lands but had no formal adoption yet in place.

Lastly, when I spoke with Utah Congressman Jim Hansen's office during last years back country airstrip debate, his team crafting the legislation also asked for evidence of closure of airstrips on public lands over the objection of pilots. We had one instance in Utah where the BLM received an estimated 50 letters, all of which asked for the airport to remain open, and closed it anyway, citing the need for the 4.6 acres of critical sage hen habitat (?)and Green River viewshed. They then allowed an RV park to be built a mile away and right on the river. Are the current sponsors pursuing this type of information for this bill?

Karl Speilman



RADIO TELEMETRY — Temporarily halted in Alaska, this technique will likely be used again to destroy whole packs. A wolf fitted with a radio collar after being caught in a leg-hold trap will later lead gunmen with radio directional equipment to the entire pack.

PREDATOR CALLING — A ground crew in a jeep or pickup stops on a back road and turns on a siren. After a moment or two they shut off the siren and listen for the answering howls of a Coyote. When they hear it, they estimate the direction and distance. This information is radioed to the aircraft which closes in for the kill.

Both small helicopters and light planes are used for this type of slaughter. Planes are usually of the "wing-over" type, with the wing on top to prevent it from blocking the view of the spotter and shooter. In addition to the pilot, one or two shooters are aboard, usually armed with shotguns (which requires them to get within 40 yards of the target).

If you spot this type of crime in progress, remain out of sight and use your binoculars to identify the plane or copter. Note the direction they fly when they leave, as this might lead you to the airstrip or airport where the aircraft is parked overnight. They might return to a private commercial airport, or they might be temporarily or permanently based at a ranch airstrip.

Sabotaging Light Planes

Ways to sabotage a light plane range from the silent and sneaky to the loud and severely damaging. Save the louder methods for when you can immediately flee after 60 to 90 seconds of raising hell.

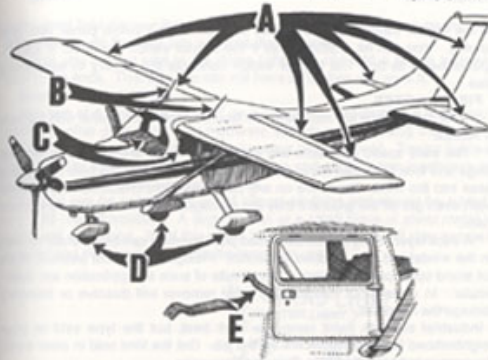
The illustration shows the vulnerable points on a typical light plane. Almost all significant repair on an aircraft is expensive because most of it, by law, must be done by certified specialists called A & Ps (for airframe and power plant).

A. Control surfaces. These are the various flaps that control the plane in flight. They are carefully designed and must be properly balanced by an A & P before the plane can be certified. Like the rest of the aircraft skin, they are made of lightweight aluminum and are best damaged with a large ax. One good blow to each aileron, elevator, and the rudder will ground the plane. These members are so precisely balanced that even the paint must be applied by a certified shop. Imagine what a good sound ax blow will do.

B. Antennas. Snap these off to prevent radio communication.

C. Windows. Aircraft windows are made of Plexiglas and are easily marred. An owner can, with considerable difficulty, replace side windows, but the windshield must be replaced by a certified mechanic. The softness of the plastic makes sandpaper, or better still, sanding blocks, the ideal tool to quietly mar them. Even an oily rag and a handful of sand can be used to achieve the same effect, but with more time and effort involved.

D. Tires. Punching holes in the sidewalls ruins them. Changing flat tires on a plane is much harder than on a car due to their unusual construction, split rims, etc.



E. Instruments. Use a regular prybar from a hardware store to force open the door of an airplane. Once inside, use the end of the prybar to demolish the instrument panel.

Never tamper with an aircraft engine or its fuel. A mechanical failure in mid-air is life-threatening. The monkeywrencher should aim to ground the plane with as much damage as possible, but without endangering anyone's life. For this reason any monkeywrenching of an aircraft should be made obvious, with no attempt to disguise the work. Keep in mind that ecotage directed at an aircraft may entail felony violations of federal law or FAA regulations. Practice strict security on these operations.

—Sky King

Advanced Aircraft Ecotage

An aircraft mechanic suggests the following: An aircraft can be easily crippled by the judicious use of a small (about 2 pound) hatchet. It is more effective to apply a heavy blow at right angles to the rivet lines so as to damage the underlying structure than to put holes in the easily replaced skin. Damage the attachment points of fixed surfaces and hinges of moveable surfaces. Don't bother sanding Plexiglas when a solid blow with a hatchet will do a better job without leaving incriminating evidence. Don't bother with side windows; the windshield is much more troublesome and expensive to replace, but is also made of heavier material.

It's easy to break into and damage the instrument panel of any aircraft, but don't neglect the radios. Flight instruments are more costly than engine instruments, but radios are much more expensive than either. CAUTION! Don't