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RUDDER FLUTTER

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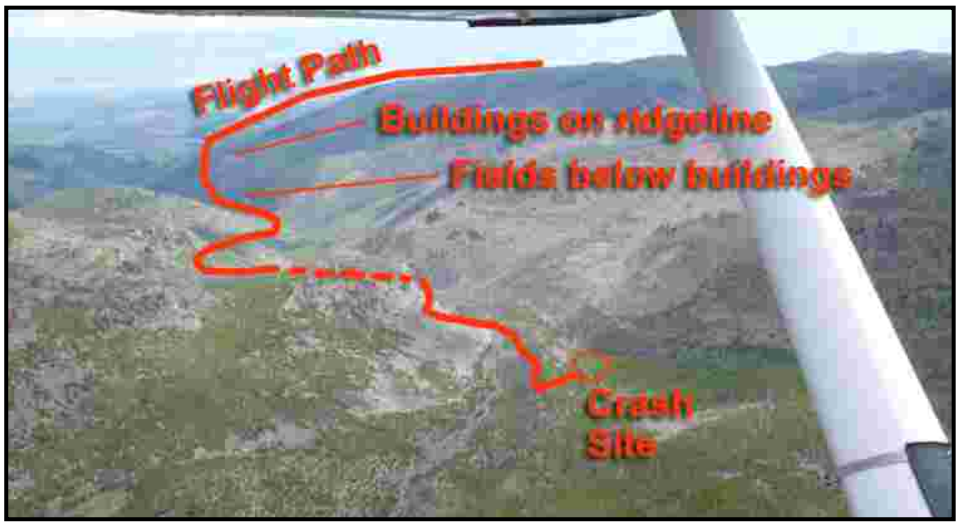
Crash Survivor retells Ordeal

By: Sparky Imeson

On June 3, 2007, Sparky Imeson, noted mountain flying author and speaker, survived an accident in the Elk Horn Mountains, west, northwest of Townsend, Montana. He was giving mountain flying instruction in an Aviat Husky A-1B. His story emphasizes a theme found on his web site: "Flight safety in the mountains is not an elusive or difficult concept, but it does require an awareness and understanding of the hazards associated with mountain flight to reduce the risk and bring about an enjoyable experience." We must remain ever vigilant and prepare for the unexpected when flying in the mountains...and even then, we may still encounter an event over which we have no control. What do we do then? Sparky's insight is excellent food for thought.

This is his story:

Jon C. Kantorowicz, "JC," and I visited shortly before 10:00 a.m. on Sunday, June 3, at the Townsend, Montana, airport. I had just returned from a flight and removed my survival vest to "cool down."



JC retrieved his own survival vest containing a VHF radio and other items. For some reason I failed to put my vest back on. This was a big mistake because it was outfitted with survival gear and an ACR AeroFix 406 GPS Personal ELT. I've read the propaganda that it takes at least four hours for the 121.5 MHz ELTs to home in on the transmitter and then it's something like 400 square miles that have to be searched. Compare this to the 2-4 minutes and 3-square meters for the 406 GPS Personal Locator Beacon (PLB). So I knew better than to "leave home without it."

Engine start was at 10:09 a.m. Another airplane was using runway 16, so we waited and took off from the grass runway paralleling 16/34 to the north and turned west. We flew by some mining activity and continued working drainages to the north. We spotted many elk. As we approached Beaver Creek there were three buildings on the south-side ridge about one-half mile west of the mouth of the canyon. We passed over this area and dropped down into the canyon.

JC is an experienced pilot and I didn't have to continually say, "Stay in a position where you can turn to lowering terrain." He was flying in a safe, responsible and professional manner. He did not display the bold, macho or hot dogging type of flying that some pilots use to impress me with their skills. He was a solid pilot in a solid plane.

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My Ordeal

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I had previously checked the XM-Weather in my plane and determined that the winds aloft were calm for the 6,000-, 9,000- and 12,000-foot levels. The little updrafts and downdrafts we encountered bore this out and appeared to be convective activity. It was a nice day.

I told JC at the beginning of the flight that my comfort level for flying up canyons was 500 feet AGL; this to allow for a turn around in the event of the terrain out climbing the airplane or to provide for encountering a downdraft. After flying for more than 40 minutes and evaluating the aircraft performance I revised my comfort level to about 300 feet AGL.

As we proceeded up the south fork of Beaver Creek the terrain continued to climb. The airplane was keeping ahead of the rising terrain. We crossed a bare, rocky hillside on our north (right) and JC transitioned to a small ridge on the south (left). We were having no problem maintaining our AGL spacing interval.

In a matter of seconds we encountered a downdraft that "sucked" us down; so much for the XM-Weather wind prediction. It had to be a downdraft shearing to a tail wind because the airspeed went from a solid 70 indicated to an immediate stall.

JC did a rudder turn toward lowering terrain and lowered the nose. Although I yelled, "Nose down, nose down," JC had already lowered the nose and broke the stall. For those of you who have not encountered this (and I suggest that you don't), it is difficult to lower the nose when you have trees higher than you at your altitude and the ground rushing up. This one act told me JC wasn't an experienced pilot but rather a professional pilot. Had JC not lowered the nose, and then steered with rudders between the largest trees, we would have had a vertical descent into very inhospitable terrain. By getting us flying, the g forces were transferred from vertical to lateral. This is important. The human body can withstand about 6-8 vertical (compression) Gs and about 40-50 lateral Gs. I seriously doubt that I would be typing now if it wasn't for JC's quick and more importantly, correct responses.

After impact we spent about 20-30 seconds breathing hard with moaning noises. I asked JC if he turned off the master and mags. He had already turned them off and shut off the fuel selector. JC said his right foot was hot and I yelled, "We're on fire. Get out of here." The right wing had collapsed somewhat making it difficult to open the doors very far. JC held the doors while I scrambled out. Although I don't have a lot of hair on the top of my noggin, that fire got what was remaining. I held the doors for JC and tried to help pull him but couldn't muster it (four broken ribs and two crushed vertebrae). JC got out and we scrambled about 20 feet from the plane in a duck walk - crawl - swim - sideward crab crawl- and other awkward motions.

Turning back we saw the entire cockpit was engulfed in flames. We had about 3/4 fuel and both JC and I thought there was sufficient vapor for the fuel tanks to explode, so we went through the contortions of moving farther away. We only got another 20 feet and JC was in too much pain and too weak to continue. He had a broken sternum, broken right leg, two crushed vertebrae, a gouge on his head and numerous other scrapes and bruises that I could see.

The airplane burned totally, leaving nothing but a brown ring. We both had visions of the forest catching fire and us being unable to escape.

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The ***Rudder Flutter*** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The ***Rudder Flutter*** is published in March, June, September, and December. All submissions are due in this office by the 15th of the month ***before*** the desired month of publication.

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My Ordeal

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Through my stupidity we had not filed a flight plan. Because of this decision, I decided the time before we would be rescued to be excessive and thought the best way to facilitate our rescue would be to head down the creek to gain cell phone coverage.

Although I had a cut above the eyes I was coherent, but scared. I thought JC's condition might be even worse than what I could see (internal injuries). So, without reservation, I told JC that I would head down the creek (besides we didn't have any coffee). We could see the curve of the canyon about 3/4 mile away. I thought I could make it to that curve in about 1½ hours and did, in fact, make it; but before that there was another curve ... and another curve ... and another curve.

I walked 13 hours from 11:20 a.m. to 12:30 a.m. and only made it about 5 miles. It was chilly (well, actually it was cold). I had a problem lifting my legs over the downfall so I would approach a log, turn sideways and lift one leg over, turn slightly and lift the other leg over. The last two times I tried this in the dark I fell over backwards and couldn't get up for about 10 minutes. Although there was nearly a full moon, it didn't come out until later. As much as I wanted to continue I couldn't. I began shivering hard.

JC didn't have much firewood to work with, whereas I had abundance to burn. You won't believe this but trees had fallen in a rectangular pattern just as if you were stacking them up to build a cabin. I had a 4-foot by 5-foot enclosure with a large, mostly flat, rock occupying the space. I built a small fire and lay down.

At 6:00 a.m. I tried to walk out, and even with the motivation of obtaining help for JC, I just couldn't do it. I ate a bunch of ants for protein and was off again...just kidding. I didn't eat anything, although there were elk, porcupine, orange colored snakes with stubby tails, tree squirrels, and plenty of spiders around.

It wasn't until 8:40 a.m. that I developed the wherewithal to actually get going. With all the downed timber and the inhospitable terrain, it was slow going. I had only made about one mile in 5½ hours.

Search planes were now flying over us back and forth. The helicopters seemed to concentrate their search along the creek. I built a couple of smoke fires, but the helicopters disappeared by the time the smoke began billowing out. I even burned all the trees on the side of a mountain a little later on (well, okay, there were only two trees - a green one and a dead one). It poured out smoke. No one was around to see it.

A National Guard helicopter passed over me a couple of times: once, while I was in thick timber and the other, while I was at the creek getting a drink. At 2:10 p.m. the military version of the Jet Ranger passed over me while I was in a somewhat open area. It "slammed on the brakes" and turned around. The pilot spotted me and waved.

The helicopter landed on the north side of Beaver Creek, which, at this lower elevation, was a raging river, not a creek. A crewmember crossed over on a fallen log. When he determined that my injuries would prevent me from crossing the creek, he headed back and radioed for a "hoist" helicopter from Malstrom Air Force Base.

He then filled a large baggie with water and came back to wait with me. At 3:25 p.m. I was "jerked from the jaws of death again," and flown to St Peter's Hospital in Helena.

Although the newspaper said I was picked up about 1 mile from the crash site, it was closer to 6 miles.

Lessons Learned

1) Use a flight vest with some survival equipment. Carry a PLB with a built-in GPS. It doesn't do much good sitting in the baggage compartment or draped over the pilot's seat, so wear the vest.

2) File a flight plan (I know the delays encountered on the phone are sometimes frustrating - but file it with some other responsible person if you can't get through to Lockheed Martin).

3) If you modify your route of flight, tell someone.

4) It was stupid to modify my personal safety standards. I have developed them after years and years of flying. Had we been at my comfort level of 500-feet AGL, this would not have happened.

Sparky Imeson on June 6, 2007

Thanks to everyone for your thoughts, concerns and prayers. I'm sure they provided us with much of the will to survive and to continue.

Blue skies, tail winds and safe flying!

Sparky Imeson
http://www.MountainFlying.com

Editor: We wish to express our thanks to Sparky for allowing us to publish his account of this accident especially his honesty in discussing his own mistakes. Seldom do we have the opportunity to relive first hand, those final few minutes of the inevitable; the skill; the luck; and the presence of mind to turn a fatal accident into a successful rescue.

Photos courtesy of Sparky Imeson

Radio Chatter

By: Frank Lester, Safety/Education Coordinator

Flight in Mountainous Terrain

The weekend began with a search for an aircraft that had departed from Johnson Creek for Big Creek. Unfortunately, the aircraft crashed, killing the pilot and injuring the passenger. While we mourn the loss of one of our flying brethren, we are thankful to have been able to rescue the passenger, a success we seldom experience in mountain searches.

Looking back over the years, I thought about some of the accidents that have occurred and decided to discuss two areas that concern me: One, the use of the GPS in the mountains and the other, the quest for cheap gas.

In one situation, a pilot descended prematurely with the mistaken notion that he could fly direct to a particular mountain airstrip. A fellow pilot in a second aircraft remained at altitude pleading with the descending pilot that he was in the wrong drainage and needed to expeditiously exit the area. But the errant pilot insisted that his GPS showed him only a few miles from his point of intended landing; however, he failed to realize that the GPS didn't tell him about the ridge that lay between him and a safe landing. One aircraft destroyed; two fatalities; and a distraught pilot wondering what he could have said or done to convince his friend that he had made a bad decision.

The new gadgets, bells and whistles that are being developed for our aircraft are truly time and life savers, greatly increasing the safety and comfort of flight; a far cry from the steam gages and analog dials that many of us "graybeards" were weaned on. But the fact remains, these are merely enhancements meant to aid us in our decisions. Too many pilots have become enamored with the glitter of moving maps and pretty colors and have relinquished their responsibility to fly the aircraft, giving it to a multi-faceted digital machine that is still nothing more than a well-honed computer.

WE are still the PILOT; the final decision on how, where and when to fly rests with us! The thoroughness of your preflight, your knowledge of the terrain and what you see in front of the windscreen will go farther in saving your gluteus maximus than the GPS. The GPS is a great source of information and an asset to your flight, but it is still a supporting player and will give you a straight line through a rock if you don't pay attention. We must get our heads out of the cockpit and fly the aircraft!

…oh and when was the last time you checked out what you were really flying in the mountains? In high density altitude conditions, that 300HP Continental may be only putting out 240 ponies. Under these conditions, you must think less of what you are actually sitting in and more of what you are actually flying. Not only must you consider how the aircraft's performance has been degraded, you may also have to consciously decide that you are no longer flying that C-185 you treasure and think of it more as a C-182 in performance.

Cheap Gas . . . What Chances are You Willing to Take to Save a Nickel?

During a recent search for a missing aircraft, the search crew received three additional ELT calls on separate incidents…all having to do with fuel exhaustion. While only two of them originated in Idaho, the question that popped into my mind was whether the common thread in all three of these incidents was the price of gas. This concept has no place in our Go/No Go flight planning decision except to look for an FBO short of our intended destination to take advantage of some cost savings.

Remember your FAR mandated reserve minimums: For an **IFR** flight plan (FAR 91.167 (a)), enough fuel to complete the flight to the first airport of intended landing; and fly from that airport to the alternate airport; and fly after that for **45 minutes** at normal cruising speed. For **VFR** flights (FAR 91.51 (a)), enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, during the **day**, fly after that for at least **30 minutes**; or at **night**, to fly after that for at least **45 minutes**.

Remember that reserve fuel is just that…a reserve for unforeseen emergencies. Otherwise you should be on the ground before you burn into your reserve and not in the air thinking about looking for a place to land or who has the cheaper gas.

Fly Safe! Fly Smart!

— NOTICE —

The ***Rudder Flutter*** is changing its publishing schedule. In order to accomplish this, the summer edition was omitted extending the time between the spring and fall editions. As a result, some information provided for publication has become outdated. Although much of what is published in the ***Rudder Flutter*** is not time critical, we strive to give every person and organization equal coverage in as timely a manner as possible. We apologize to those affected by this change and will do everything in our power to ensure that these interruptions will be avoided in the future. Thank you for your patience and continuing support.

— Frank Lester, Editor

— NOTICE —

Meet the Top Fun Flyers . . . Big Changes this Year

By: Steven D. Clements, President

Our club began as an ultralight flying club back in 1987, with the first newsletter arriving in July. Over the years there were a number of discussions with the Nampa and Caldwell airport directors about permission to fly in the local pattern, what pattern to establish and other related issues. Rob Allen was dedicated to the sport and the club, and for years has worked so hard on our behalf. Eventually we found a home at the Nampa Airport.

Kranz Field (formerly Yanke Field). Photo courtesy of Steve Clements

Since an ultralight cannot fly over a congested area, even while going to and from the airport, the club worked with local airport and community officials to develop special routes to the north and south to comply with this restriction. Unfortunately, construction has begun to surround the Nampa airport essentially making it impossible to depart to the north and now even the southern route is closing off fast. Ultralights will not be allowed to operate out of Nampa by next year.

Paul Johnson's X-Air and Al Mulford's Flightstar near Emmet. Photo courtesy of Steve Henry.

This dilemma meant either moving our base of operations or registering our aircraft as experimental. Since we have not been able to agree on another location, we have begun the transition to Sport Pilot/Light Sport Aircraft.

Lead by Bob Ross, we are slowly wading through the morass of paperwork and deadlines. Bob has taught classes, proctored tests and given flight instruction while helping us submit our applications and test results in order to make this transition a reality.

To date, five of our members have registered their "fat" ultralights as either Experimental/Amateur-Built or Experimental/Light Sport Aircraft (E-LSA) and have received airworthiness certificates. Four have received their Sport Pilot licenses and another completed his Biennial Flight Review. A few members own both an ultralight as well as a general aviation aircraft. Additionally, about half of our members also fly radio controlled planes.

Currently there is little obvious difference between the Top Fun Flyers and the EAA (many members belong to Nampa Chapter EAA 103). The club as a whole chooses to remain a separate entity because of the type of flying we do.

Interested in hearing more about a great club and fun flying? Call me at 323-1585 or visit our website at www.topfunflyers.com.

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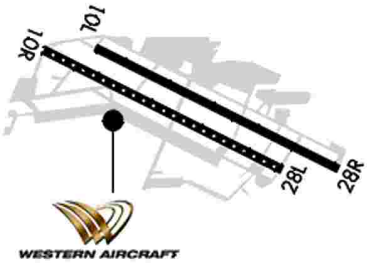

Airport Maintenance

By: Mark Young
Airport Maintenance Manager

Memorials at State Airports

Over the years a number of memorials have been placed at state airports, many without the input or prior approval of the Division of Aeronautics. As a result, the Division implemented a policy to provide guidance and coordination for those who wish to place a memorial at one of our airports. In essence this policy states:

- Memorials must be either a tree, an appropriate stone or plaque, or a plaque affixed to a donated item such as a bench or a table;

- Wording on the memorial must be approved by the Division;
- The location for placing the memorial must be approved by the Division; and
- All expenses involved in obtaining and placing the memorial are the responsibility of the requesting party.

We encourage any family or group of aviators wishing to place a memorial at a state airport to work with us as early in the process as possible to eliminate potential problems. We must also remind people that as the owner, operator, and manager of state airports, we have the authority to remove any memorial or other article that has not been approved for placement.

Please help us to serve you better by taking a moment to discuss with us your plans and desires for a memorial.

Reed Ranch

Division employees met with Dale Olson and Kathy Nash from the Payette National Forest (USFS) in April to discuss the Reed Ranch special use application. They clarified that the USFS now has in place a cost recovery program, wherein they will recover all costs associated with the required Environmental Analysis (EA).

Mr. Olson and Ms. Nash suggested a joint-use campground be developed, accessible by both aircraft and ground vehicles. We are concerned that airplanes and ground vehicles do not mix well. Additionally, there are numerous campgrounds currently located along the river, one lying just below the hill east of the airport.

Division employees conducted a site survey in July, laying out our future development plan. Included are runway length and width, placement of runway markers and tiedown area, camping location and suggested facilities, trees marked for removal, and placement of windsocks. This plan was promised to the Krassel Ranger District office by August 1, although it may be mid-August before the final drawings are complete. As soon as possible thereafter, the Forest Service will provide us with an estimated cost of doing the EA.

Big Creek Rodents

For several years the Division has requested permission to control ground squirrels in the Forest Service horse pasture adjacent to the airport. The Division has expended a significant amount of money in controlling these rodents in the aircraft parking area. However, until we can gain control over an area 300 feet beyond the parking area, the problem will never be resolved.

We have informed the Forest Service of the potential dangers to aircraft that these rodent holes present, specifically the loss of a tail wheel or collapsing a nose gear and the resulting prop strike. Currently, we have not received any response to our concerns. We encourage you to let us know in writing if you experience, witness, or hear of an incident at Big Creek, which is a direct result of an aircraft encountering a rodent hole.

Cavanaugh Bay Shop

The Maintenance Section of the Division has been working towards replacing the existing quonset hut for several years. Finally, after numerous iterations of plans, a bid has been awarded to R&M Steel for a 35' x 40' steel building, which was delivered in early July. This project should be completed by the end of August. Hopefully next year another project will bring a new combination public shower and employee living quarters.

File photograph of the Garden Valley Airport

Garden Valley Hangar Space

Southfork Landing is a development located approximately 1/2 mile west of the Garden Valley airport, on the south side of the South Fork Payette River. The developers have approached the Division and the Idaho Department of Lands (IDL) inquiring about the

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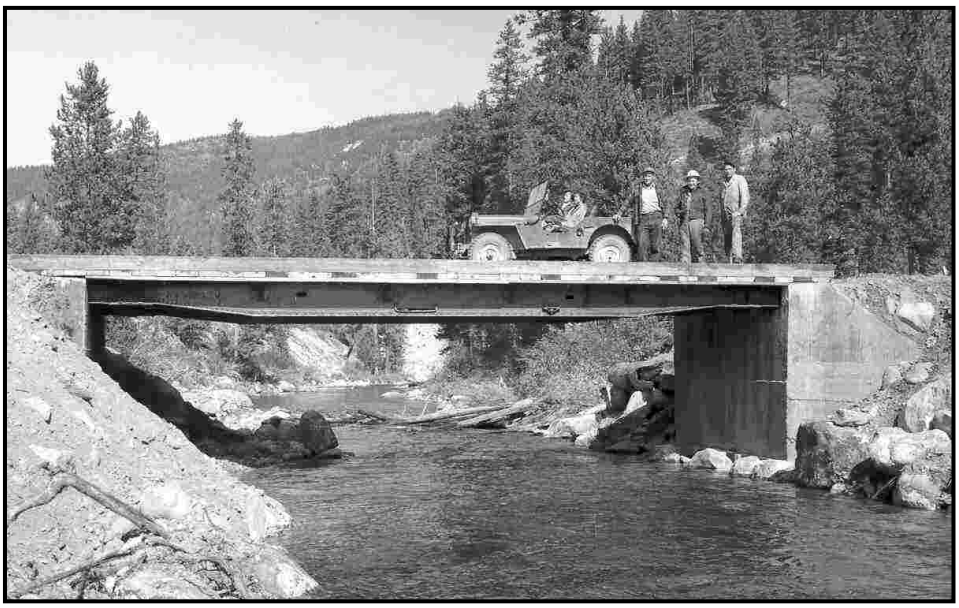
possibility of acquiring additional IDL land off the southwest corner of the airport. This property would be added to the Division's existing easement. Southfork's proposal is to construct several hangars for use by purchasers of their lots, with the remaining hangar spaces being made available to the general public. Included would be additional tiedown spaces on the west end of the airport.

The proposal is currently in the hands of IDL. They will research the possibility of adding property to our easement as opposed to requiring us to manage the land via an annual lease, which would increase the Division's fees. At this point the Division has not made a final determination as to whether Southfork's proposal would be in the best interest of those using the Garden Valley airport.

Caretaker Work Schedules

The Division employs seasonal caretakers at four airports: Garden Valley, Smiley Creek, Cavanaugh Bay and Johnson Creek. Contrary to some opinions or desires, these employees have two days off per week. In most cases this is Tuesday and Wednesday, except Garden Valley where the caretaker works Monday through Friday, having weekends off unless there is a scheduled fly-in.

For all locations except Johnson Creek, employees are able to leave the premises after work hours and on days off. The folks at Johnson Creek are required to live on-site due to limited rental availability in the area. However, they deserve your consideration following normal working hours and on their Tuesdays and Wednesdays off. These people work very hard at keeping the airport looking nice, maintaining buildings and equipment, and should be allowed their privacy the same as anyone else. Their normal workday is 8 to 5; however, that is flexible, dependent upon, among other things, weather, number of visitors and chores to be completed. We ask that all visitors respect our seasonal employees and not bother them unnecessarily during their time off.



Johnson Creek Bridge
Circa long time ago - probably before most of you were born.

Hailing from Mobile, Alabama, Eric Hayes and Debbie Murray are in their first year with us at Johnson Creek. After their work day is completed and during their days off, they will normally be leaving the airport to explore the local area and enjoy themselves. During their absence, there may not be anyone available to assist you with a courtesy car, answer questions, or clean the showers. This is to be expected. Even if they are on-site during their days off, please consider their privacy before making requests.

Our current caretakers are:
Johnson Creek – Eric Hayes/Debbie Murray, (208) 633-3333
Smiley Creek – Gordon Hendrix, (208) 774-2984
Garden Valley – Annie Wade, (208) 462-6036
Cavanaugh Bay – Allen Lieske, (208)443-2721

Johnson Creek Bridge Update

Replacement of the Johnson Creek bridge is scheduled for fiscal year 2010, which runs from July 1, 2009 through June 30, 2010. Until that time, the existing structure has weight restrictions of 36,000 lbs combined gross weight, and 16,000 lbs single axle weight. These limitations prevent a tandem axle truck from crossing the bridge to empty the garbage dumpster. As a result, all garbage must be taken by the caretakers to the collection site between the airport and Yellow Pine.

Smiley Creek Web Cam

The Idaho Transportation Department is in the process of installing 49 new Road Weather Information Stations around the state, designed to give department maintenance foremen current road and weather information. These sites will include web cams so the general public can view current weather conditions at these locations.

One of the sites currently under construction is at the Smiley Creek airport adjacent to the public shower building. It will be equipped with two cameras; one facing south and the other looking north. The web cams will be linked to Idaho Transportation Department's 511 Traveler Services website (511.idaho.gov). Once the station is operational, a link to these web cams will be added to the Aeronautics website. Currently, the south-facing web cam is operational. The north-facing web cam should be completed very soon.

Fly-In's

For many years, the Division has requested that larger groups coordinate organized fly-ins with our office in order to avoid conflicts. We recently learned of a conflict that occurred at one airport because one of the groups did not

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Aviation Medical Matters

That Gut Feeling

By: Mike Weiss, MD, MPH, AME and Paul Collins, MD, AME

Sometimes the only place you can go with "that gut feeling" is the restroom…and fast! Other times it can send you straight to the Emergency Room. It is that potential for sudden incapacitation that is the FAA's main concern regarding gastrointestinal problems in pilots. This article will review some of the more common problems that effect pilots and their medical ability to safely operate an airplane.

HEARTBURN: Chest pain from gastroesophageal reflux disease (GERD) can actually be worse than a heart attack. It occurs when the muscular band at the junction between the esophagus and the stomach fails to block the flow of stomach acid backwards, burning the lining of the esophagus. Besides pain, it can cause cramps and vomiting. Long term complications can include cancer and severe bleeding, which can be life threatening. Treatment includes medicines like antacids, over-the-counter H2-receptor blockers like ranitidine and proton pump inhibitors like omperazole. There are also prescription versions of these treatments as well as others. Some of these drugs can cause headache, nausea and diarrhea in about 5% of patients. Avoiding alcohol, fatty foods, chocolate and coffee as well as weight loss if you are overweight and quitting smoking will often help reduce the symptoms. Surgery to tighten up the muscles may help, but may make burping painful. Depending on the severity and frequency of symptoms and the effectiveness of treatments, GERD may disqualify a pilot from flying.

ULCERS: Ulcers of the stomach and small intestines can cause severe abdominal pain. They usually require evaluation by EGD (esophagogastroduodenal) scoping, a flexible tube that lets doctors look down your gullet. About 4% of ulcers are cancerous. Ulcers can cause severe bleeding or perforate, irritating or infecting the peritoneum, the area inside the abdominal wall that contains the gastrointestinal tract and internal organs. A diagnosis of ulcers should ground a pilot until it is evaluated and treated, usually until it has healed.

INFLAMMATORY BOWEL DISEASE: This may be caused by infection resulting from the use of heavy duty antibiotics used to treat other infections like pneumonia; parasites like those encountered when drinking untreated water from a river, creek or well; or autoimmune disease when the body attacks itself often a result of other problems with the skin, joints or eye. Bloody diarrhea, severe enough to be life threatening, and severe abdominal cramping are the main symptoms. Sometimes there will be ulcers that can perforate or polyps that can become cancerous. In spite of treatment, the autoimmune forms have frequent recurrences, which may make it difficult to receive approval for special issuance medicals. Thorough documentation of evaluation and effectiveness of treatment will need to be submitted to the FAA for review.

IRRITABLE BOWEL SYNDROME (IBS): This is also called spastic colon, nervous colon or nervous diarrhea. It is very common and is characterized by abdominal pain, bloating, and diarrhea alternating with constipation. It is often related to stress, although some people note symptoms with certain foods. Because there are a number of psychological aspects of IBS, which may even be its cause, treatment with psychological medications particularly anti-anxiety and anti-depressant medications are often prescribed. These medications, if taken for any reason, are disqualifying for an aviation medical of any class and will require six weeks to three months off medication before reinstatement.

DIVERTICULITIS: This is another colon problem with herniation of the wall, which may become inflamed causing pain and diarrhea or constipation. The herniation may erode into a blood vessel causing massive bleeding or perforate through the colon wall. Diverticulitis and polyps that could become cancerous are the primary reasons periodic colonoscopy is recommended for routine health care after age 50. Diverticulitis can be treated with antibiotics but may require surgery. Most pilots can return to flying after one attack once the symptoms resolve, but may have difficulty getting a waiver for recurrent attacks.

PANCREATITIS: This is a severe, inflammatory disease of the pancreas with significant mortality. It is often related to alcohol intake or gallstones, but can occur without an identifiable cause. It usually requires hospitalization. After an acute attack a medical waiver can usually be obtained if the cause is known, but because of the risk of recurrence or progression to a chronic form, the FAA may require 12-18 months of observation if there is no apparent cause.

GALL BLADDER DISEASE: Gall stones form in the gall bladder, a sac below the liver which stores digestive enzymes. They often do not cause symptoms, but may irritate the gall bladder causing a condition known as cholecystitis. They may also obstruct the liver and produce obstructive jaundice. Treatment can be with medication; lithotripsy, a high energy sound wave projected through the abdominal wall, breaking up the stones; removal by endoscope, a tube down the gullet; or by surgery, usually with a laparoscope, a tube inserted through the abdominal wall. If the gall bladder

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Maintenance

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coordinate their event with the Division. Please contact Mark Young at (208) 334-8893 well in advance of your anticipated fly-in to complete the necessary coordination. We will mail you a Fly-In Letter of Agreement along with a copy of the Administrative Rule outlining the rules governing activities on state airports. Your event will also be kept on file in our office to mitigate and avoid conflicts with other groups.

Recent Johnson Creek web cam photo

We encourage this coordination for any group of 10 or more aircraft and sincerely appreciate your assistance in making each event enjoyable and successful.

Smokey Mountains

Idaho's wildfire season is now in full swing and the skies are full of smoke. Fires from the Nevada border to southwest and southeast Idaho, throughout the central mountains and into the panhandle all contribute to smokey flying conditions. During the fire season, many canyons fill with smoke until near noon and often operations at some airstrips like Johnson Creek or Big Creek can be curtailed for days at a time. We encourage all users of the backcountry to consider the practicality of camping at these airstrips under these conditions as you may find yourself unable to depart as planned due to the dense smoke. Common sense and the need to camp overnight should temper your desire to camp in the central mountains during these smokey days of summer.

Gut Feeling

Continued from page 8

ruptures it will cause irritation or infection of the abdominal wall and will require emergency surgery. From a pilot's point of view, recurrences are more common after medication or lithotripsy treatment. It may be easier to get a waiver with surgery.

PILONIDAL DISEASE AND HEMORRHOIDS: No pun intended, but his brings us to the tail end of our review of the GI tract. Pilonidal cysts are infected hair follicles around the anus. Hemorrhoids are enlarged veins in the same area that may clot and/or become infected. Unless you fly standing up, either diagnosis, although not life threatening, will make piloting difficult. Hemorrhoids can bleed, producing bright red bleeding that while distressing, is seldom disabling or life threatening. Treatment of either condition is usually with topical medication and sitz baths, hot water soaks that may include adding salt. Taking baths instead of showers may also help. Weight loss for the overweight and good hygiene can help prevent recurrences. Surgery is sometimes done for severe problems and will usually ground a pilot until healing is complete.

One final note, use good camp kitchen sense and make sure your water supply is safe when plane camping in the back country. This will be covered in detail in the next article.

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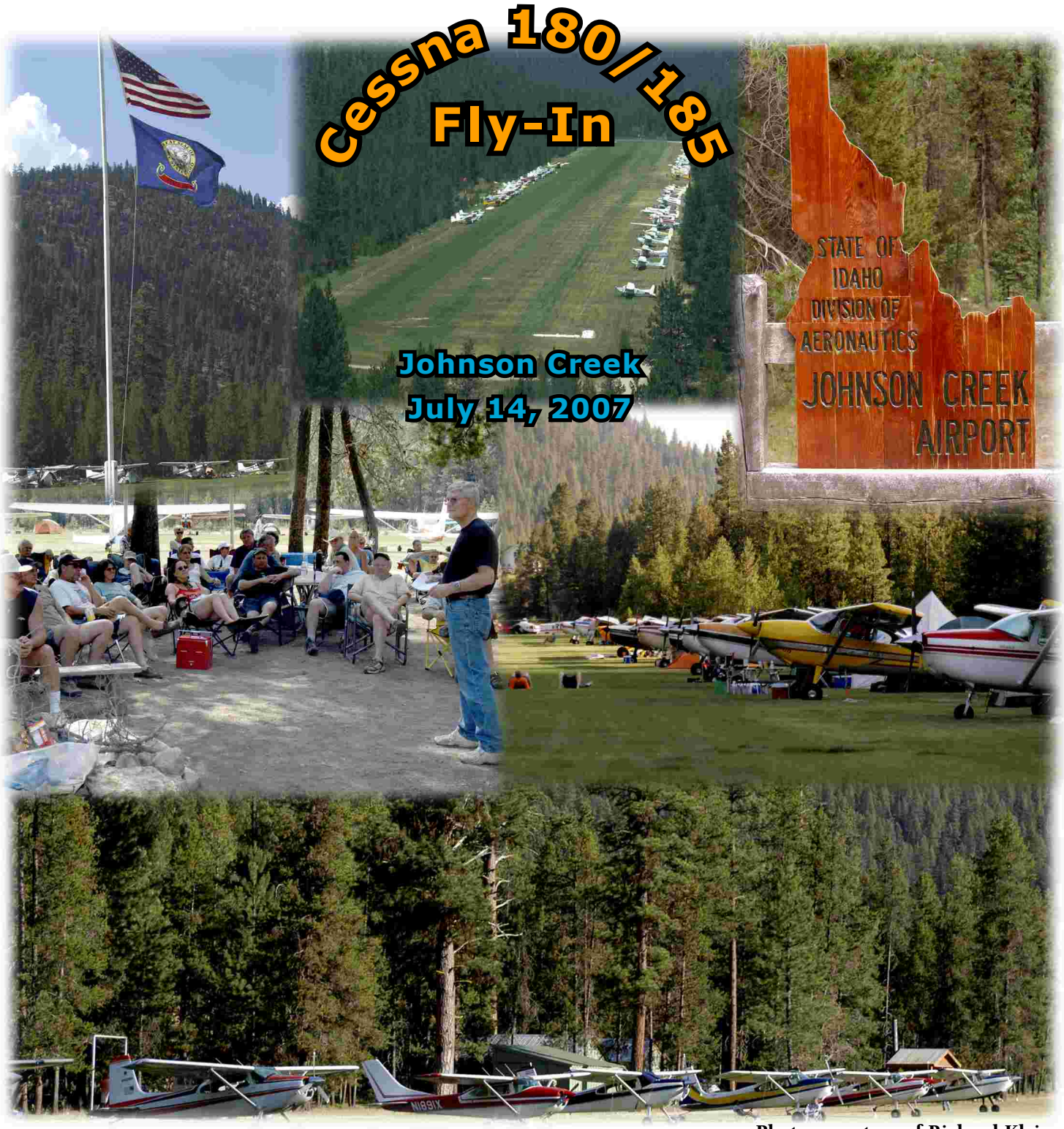
Photos courtesy of Richard Klein

Photos courtesy of Richard Klein and Aeronautics Staff

Wildfire Advisory — Johnson Creek Airport

Due to current wildfire conditions around Yellow Pine and Johnson Creek

Airport Caretakers Have Been Evacuated
No Services Are Available — No Potable Water



Photos courtesy of Richard Klein

Calendar of Events

Ongoing

Kilroy Coffee Klatch - Join other WWII generational people for a morning of conversation and friendship. All veterans welcome. Starts at 10 AM, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 208-465-6446

September

1 Donnelly Overnighter, Top Fun Flyers, Steve Clements, 208-323-1585, www.topfunflyers.com

8 GAFA (Gooding Airport Flyers Association) Fun Day, Gooding Airport, Kit John, foreverflyingkit@onewest.net

14-16 Leadership Conference on Aviation and Space Education, (LCASE), Arlington, VA

15 British Car Club/Battle of Britain Day - Commemorating the 1940 Battle of Britain. The cars will be on display and the owners will be available to talk with the public. Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 208-465-6446

15 Ontario Air Faire, Breakfast Fly-In, Acrobatic acts, car show, stage acts, jet warbirds. FREE ADMISSION!!! 8 am - 4 pm. Roger Smith, 208-739-3979, rlstps@aol.com

September (cont.)

30 Gold Star Mother's – Honoring "Gold Star Mother's Day" as a day of reflection & respect toward the mothers who have lost children to wars. 11 am - 4 pm. $8 general, $6 Seniors (65+) and children ages 5-12 $4, Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 208-465-6446

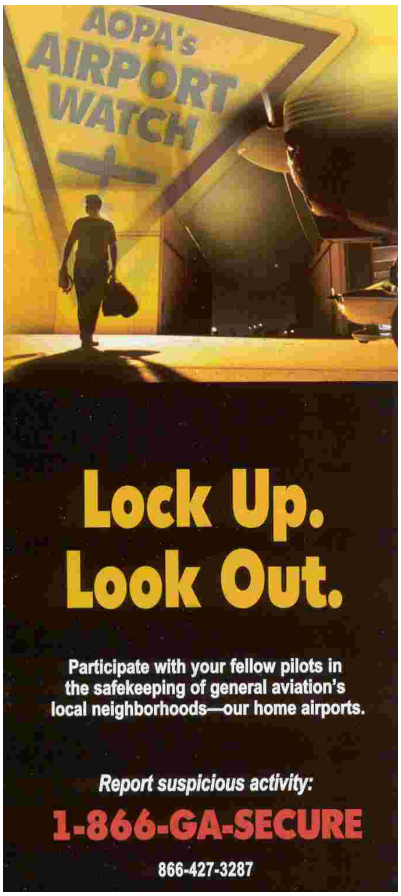
October

19-20 Flight Instructor Refresher Clinic, Coeur d'Alene, Tammy Schoen, Division of Aeronautics, 800-426-4587 or 208-334-8775, www.itd.idaho.gov/aero

November

11 Veteran's Breakfast, The public is invited to join us for pancakes, eggs, hash browns, orange juice, coffee and milk. 8 am- Noon, $6/adults, $3/seniors, Veteran's and children ages 4-10. Nampa, Warhawk Air Museum, www.warhawkairmuseum.org, 208-465-6446

Email your event information to: tammy.schoen@itd.idaho.gov



Idaho Division of Aeronautics Sponsored

Flight Instructor Refresher Clinic

October 19-20, 2007 – AmeriTel Inn, Coeur d'Alene

For more information and to register, contact Aeronautics at:
800-426-4587 (In Idaho Only) / 208-334-8775
or visit our website at www.itd.idaho.gov/aero

Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, www.itd.idaho.gov/aero. Click on Airport Facility Directory to access the map-based system. Please contact Aeronautics at 208-334-8775 or mark.lessor@itd.idaho.gov with updates/ suggestions regarding this online directory.

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1/8 page	$ 45.00	$150.00	3 5/8" wide X 2 1/4" tall, or 2 1/4" wide X 3 5/8"tall

Contact Tammy at 208-334-8775, 800-426-4587(in Idaho only), or tammy.schoen@itd.idaho.gov.

Legislative and Budget Changes Challenge Airport P and D

By: Bill Statham, Airport Planning and Development Project Officer

Airport Development Zoning

During the 2007 Legislative Session, Representative Phil Hart, Republican from Kootenai County, introduced House Bill 0146 "Airport Development Zoning." The intent of the legislation was to direct municipal governments through planning and zoning to "discourage the siting of incompatible land uses adjacent to general aviation airports."

Aeronautics evaluated the draft and took a preliminary position to support HB-146. Bill Miller, representing Idaho Aviation Association (IAA) was actively involved with tracking and commenting on this bill. The IAA and the Division coordinated throughout the remainder of the session on this matter, providing testimony along with Curt Hawkins, Caldwell airport manager, explaining the need for such legislation and supporting HB-146.

Several proposed amendments to the bill overwhelmed the original intent of the bill, causing the Division to withdraw its support. Representative Hart subsequently elected to hold HB-146 in committee and work on an improved approach for the next legislative session.

The Division has always supported the enactment of legislation directing local Planning and Zoning authorities to protect their airports from incompatible adjacent land uses. Subsequent action regarding airport protective zoning will include the Association of Idaho Cities, the Association of Idaho Counties, the Idaho Aviation Association, and the Idaho Airport Management Association. We anticipate introduction of new legislation in the next session of the legislature.

Changes to Idaho's Airport Grant Program

Inflation and flat fuel tax revenues have reduced the amount of Aeronautics revenues available for the Idaho Airport Aid (Grant) Program (IAAP). In addition, the cost of doing business, mandated employee compensation rates, and construction costs have all increased.

To compensate for these shortfalls, all Aeronautics programs had to reduce costs and program activities. The Division can no longer continue funding the IAAP at the previous levels. Impacts to individual airports vary by the airport's type of funding and ownership.

- The IAAP will be limited to a maximum of $500,000 annually until revenues increase.
- Grants to Idaho's Primary Service airports will be held back for FY 2007 and 2008. Funding to these airports will be reconsidered once revenues increase.
- The Division plans to continue providing matching funds for FAA-AIP (Airport Improvement Program) grants to GA (General Aviation) and Reliever airports.
- The Division plans to continue providing half of the required match for FAA-AIP grants. Fulfilling this plan could become difficult once the FAA-AIP match rate changes to 10% as recommended by the current administration. This will require the local airport owner to provide more of the required local match.
- The IAAP will not provide matching funds for any work related to construction or rehabilitation of buildings on an airport.
- The Division will no longer amend an IAAP grant upwards to cover the cost of project overruns. Grant levels will not be adjusted once they have been offered and accepted.
- The overall amount of funding for Airport Supplies and Small Projects will be reduced in order to provide more funding to Community (non-NPIAS) (National Plan Integrated Airport Systems-NPIAS) airports.

Annually, the Division recommends a grant program for the upcoming fiscal year and a proposed grant program for the subsequent four years.

The current proposal takes into account a number of changes likely to result from the reauthorization of the FAA Programs and Funding Authority. These include a reduction in the Federal match from 95% back to 90%, an increase in the amount of funds available to Idaho's GA NPIAS airports, estimated at 12%, but does not account for changes in the funding of the non-primary entitlement program. This proposed program also takes into account a number of changes to the State grant program as discussed above.

This proposed program further includes a reduction in the percentage of match provided to FAA-AIP grants to General Aviation airports. It is currently the goal of the IAAP to provide 50% of the local match required of the airport owner for FAA-AIP grants. The Division's current revenue shortfall allows us to provide only 25% of the local match. This is projected to continue throughout the FY 2008-2012 period. If, however, revenues increase substantially during that time frame, the amount of match provided can be increased.

For more information, contact Bill Statham, Project Manager, Airport Planning and Development, (208) 334-8784, bill.statham@itd.idaho.gov.

ISU Aircraft Program Official Retires

By: Angela Askey, Community Relations Specialist, ISU College of Technology

Pocatello – John Bakken, Aircraft Maintenance Technology Program Coordinator, retired after 28 years of service at Idaho State University's College of Technology.

Bakken, originally from Harlowton, Montana, began his aviation career in 1963 after attending the school of Aeronautics and Related Trades in Helena, Montana . He received an Airframe and Powerplant Mechanics Certificate and moved to Idaho Falls, to work for Pete Hill. Over the next 13 years he worked at the Idaho Aviation Center, Reeder Air Service, and Red Barron. In 1977 he moved to Pocatello to work with Northwest Aviation. A couple of years later, with encouragement from his friend, Gene Richards, he started teaching in the Aircraft Maintenance Technology program at ISU.

John Bakken

Photos courtesy of ISU College of Technology

When asked what the highlights to his career have been, John reflects on the work that the team of instructors has accomplished over the years and how the program has become viable. He said, "It takes a team to make something work.

ISU Program
Continued on page 15

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ISU Program

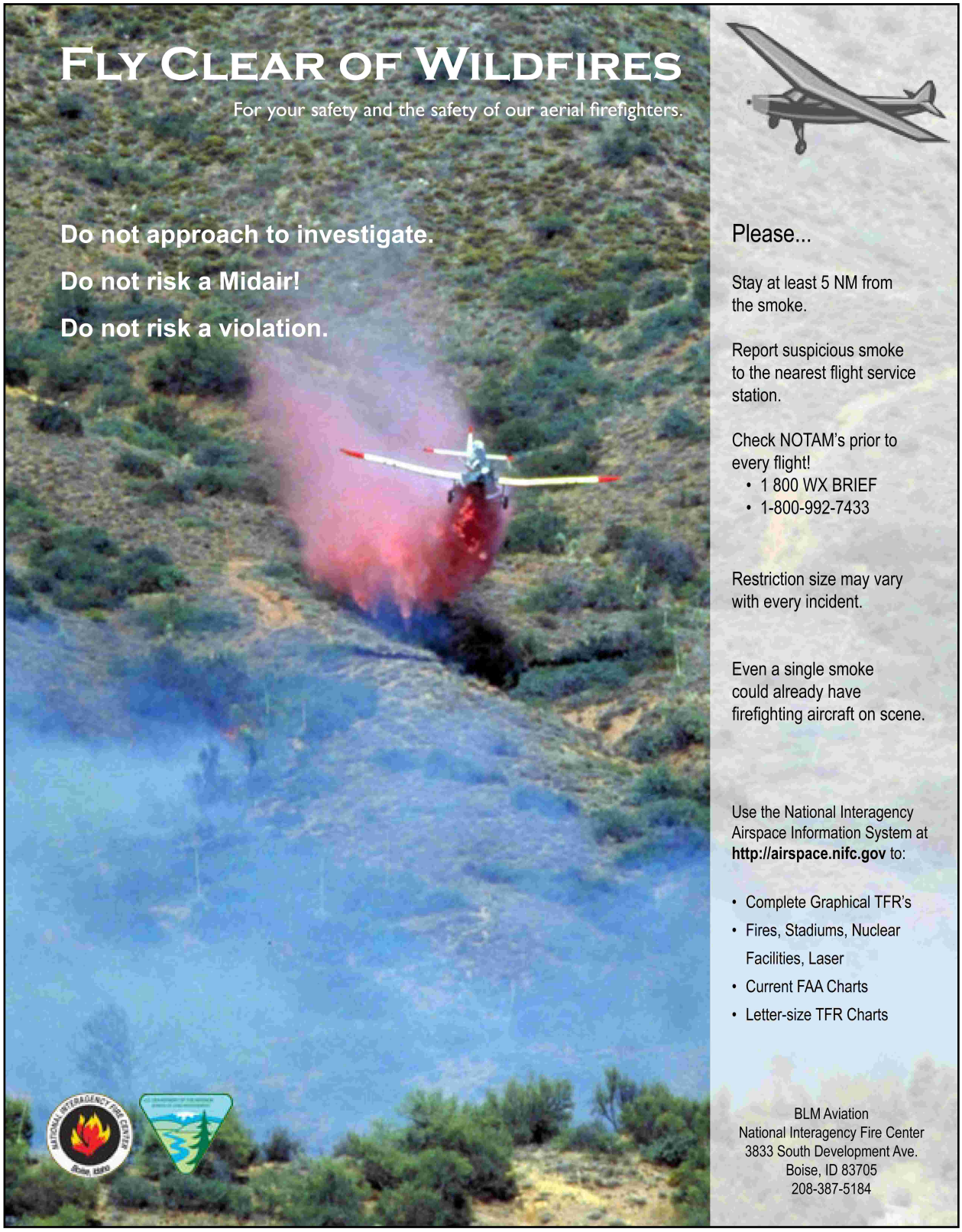
Continued from page 14

Working at ISU has been good for me and I will miss working with the students, faculty, staff, and customers."

He adds, "Seeing the students graduate and successfully obtain employment in airframe and powerplant is one of the biggest rewards. The education I received by working with our students probably outweighs the education I provided."

John was awarded the National Experimental Aircraft Association's Major Achievement Award in 1992 and the College of Technology Outstanding Achievement Award in 2002. He is leaving ISU with emeritus status.

Most of John's life has been spent in aviation, not only as a career, but hobby as well. He built his own airplane, a Vari Eze made of foam and fiberglass. He has built and repaired many other planes. He plans to continue to work on planes and spend time with his wife Sandy and their family, most likely flying to see their five children and nine grandchildren. He also plans to continue to support the Aircraft Maintenance program, hunt and fish.



From the "Rudder Flutter" archives, Spring 1973 edition . . .

A Brief History of Flying in the Idaho Primitive Area

By J. R. Clarkson

Editor's Note:

Mr. Clarkson was one of the shareholders of the founding company of Bradley Field. He wrote to us expressing his sorrow at the loss of this fine facility. In the letter he enclosed the following article which was written in 1946. Mr. Clarkson now lives in California, but his heart is in Idaho.

Johnson Creek (Fox Farm) 1930's

The introduction of "Back Country Flying" into the Idaho Primitive Area was apparently started during 1927 by the builders of the Deadwood Dam, a U.S. Reclamation Service project located on the headwaters of the Deadwood River and which bordered on the Primitive Area. For this early flying, a Hisso powered Eaglerock 3-place biplane on skis was used, with Boise as the base of operations when snow conditions permitted. A field was also established at Cascade, Idaho. The late Dr. West of Boise was the owner of this pioneer plane, but the name of the pilot is not known to the writer. Bill Gowen, brother of Paul Gowen, after whom Gowen Field in Boise is named, was an early pilot in the area and flew a Travelair (Curtis Wright) monoplane of the type now commonly used. This plane finally cracked up about 1932 during a take-off at Warrens, Idaho, but fortunately without serious injury to either of the occupants.

During the fall of 1930 when the Yellow Pine Mine was rapidly being developed into a going operation, the management realized that dog teams would no longer be able to deliver the mail and supplies over the tortuous 80-mile route from Cascade in sufficient quantities to keep the camp supplied, so it was decided to clear a field and try airplane service. The late Mr. George Stonebraker, packer and truckman of Cascade, had the mail contract from Cascade to Yellow Pine and Stibnite. He purchased a new 6-place Bellanca, and with Ray Fisher as pilot, made the first trip into Stibnite on November 24, 1930, bringing in a load of passengers and supplies. This system was just getting nicely established when it was tragically interrupted by the death of the pilot and the loss of the plane during a search for lost cattle. The plane had been chartered by a Cascade rancher to search for the cattle on the flanks of timbered West Mountain a few miles west of Cascade. Due to bad weather and the rugged area over which they were flying, the pilot failed to negotiate a turn at low altitude in a canyon. The pilot was killed and the other passengers were badly injured. It is notable that this is the only major accident to mar a remarkable flying record of fifteen years, during which hundreds of tons of supplies and mail, together with thousands of passengers, have been flown into the area, as well as many rescue missions flown under difficult circumstances during the past war years.

During the winter of 1932, the Yellow Pine Mine lost its total fuel oil supply due to the breaking of a snow-covered pipeline. In order to keep the mill operating, it was necessary to freight the oil in by plane. The A. A. Bennett Flying Service was then hauling the mail, and Mr. Bennett assumed the contract for delivering 12,000 gallons of fuel oil. He delivered the oil in less than a month by using two Zenith cabin biplanes which hauled five 30-gallon drums of oil to the trip, and one Stearman which carried one 90-gallon tank in the cockpit. Many other important heavy flying jobs have been done delivering machinery parts necessary for emergency repairs upon which the continued operations of the mines were dependent.

Some of the pilots that pioneered with the before-mentioned planes were A. A. Bennett, Bob King, and Chick Walker. During the winter of 1933, the regular mail service was handled by Vernon Brookwalter, who flew a Ryan of the "Spirit of St. Louis" type. He was a remarkable pilot and maintained very regular mail service between Cascade and Stibnite. The back country flying was then also being pioneered by the Johnson Flying Service of Missoula, Montana, which still stays with it, flying forest patrol during the summers, hunters into inaccessible spots during the falls, and mail, passengers, and supplies to the mines during the winters. Johnson operates the only Ford trimotors known to be still in service in this area. Notable, besides the piloting of Bob Johnson and his brother, the late Dick Johnson, are the mercy exploits of Penn Stohr, of which there are many instances — emergency rescue flights for sick or injured residents of the area, the dropping of needed food, clothing, and medicine to isolated prospectors, and the rescuing of U.S.A.F. airmen whose aircraft went down in the mountains.

The Stibnite field has been improved from year to year from the original stump-covered swamp that could be used only when covered with snow to the first-class, gravel-surfaced landing strip a half mile in length, complete with a modern hangar that houses several planes.

Although the roads are now kept open from Cascade to Stibnite during most of the winter months, the Bradley Mining Company still maintains planes and a pilot at the mine for emergency flights and for faster transportation of its employees at Stibnite. The company has also built a field at Patterson, Idaho for the use of its Ima Mines. It is interesting to note that it requires only slightly over an hour to fly from Stibnite to Patterson, a trip which requires one long day by car during the summer months. Officials of the company, workmen, and machinery parts are frequently flown between the mines, and it is not unusual for a technician or employee to fly from the Stibnite Mine to the Ima Mines, perform whatever he went over for, and return to Stibnite, all during the same shift.

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What's New at the Payette Airport

By: Frazer Peterson, Payette Airport Board and Founding Member of the Friends of the Payette Airport

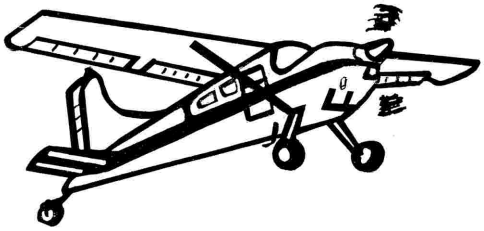
The Payette airport continues to show signs of growth. The future has moved from a fight for survival to optimism for the future with growth and opportunities. Small steps are being taken but the direction is "on course." With the help of volunteers, and some financial assistance from the Friends of the Payette Airport organization, as well as the Idaho Division of Aeronautics, there are now tie downs on the new asphalt the City installed last fall. We offer many thanks to those who assisted in completing this much needed improvement.

Another improvement that deserves mention is the painting of the City hangar, especially the mural on the west side by the LaMue family under the direction of Susan LaMue . The LaMues are not currently pilots but come from a family that has had flying in their extended family for years and enjoy, as do the rest of us, small planes and hanging around the airport.

Photo courtesy of Frazer Peterson

Other exciting additions to S75 include plans for fuel on-site with a card lock system in place within the next year. There are a number of other great opportunities on the horizon but it is just a little too early to "pull them out of the hangar," so to speak, until the details are completed. We will keep you posted.

In closing, the fact that the City has been great to work with, from the city clerk to the fire chief and the mayor must not be overlooked. The best means of communication has been open communication. Holding your cards too close to your chest won't help accomplish your goal. An attitude of TEAM rather than opponent is the best ingredient.



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The Mission of Angel Flight is to arrange free air transportation in response to health care and other compelling human needs.

One of the best ways to communicate the mission of Angel Flight is to tell about one of our patients. If you are searching for a way to add some purpose to your flying, please read on.

Angel Flight Pilot, Bill Owens, Angel Becca and her Mom
Photo Courtesy of Bill Owens

Becca's Story – As told by William C. Owens, Idaho Wing Leader

Becca, now 5 years old, began her struggle on December 31, 2003 at 18 months. She was diagnosed with retinoblastoma in both eyes. Early in the new year, her left eye was removed and was later replaced with a prosthesis. Her right eye has undergone multiple treatments for the tumor including six months of chemotherapy and two types of radiation therapy. This resulted in complications from hemorrhages into the eye and almost total blindness. In September, 2006, blood was removed from her eye and partial vision restored, but the cancer did not return.

Complicating this story is the fact that her mother had a stroke 7 years ago and cannot drive because of severe limitations to her sight.

2007 greeted Becca with the development of a cataract in her right eye further reducing what little vision she still possessed. Surgery was scheduled in April to replace the lens. However, after several changes in schedule our first Angel Flight didn't happen until April 21. It was on the first leg of a flight to

Becca Art

Los Angeles Children's Hospital that we finally met this absolutely beautiful "ANGEL" with her sunglasses and white cane. It was worth the wait. She rewarded us with a drawing and a big smile (smooth flight). The return flight a week later was with a little girl who could see again and who was enjoying the flight gazing at the view outside her window. She was still wearing her sunglasses but carried no white cane. She now has notions that she is a celebrity and needs the glasses for her image. What a change!

Becca is scheduled to be the poster child for "Make a Wish" this year. Just another step on her way to stardom. When asked what her "wish" will be, she replied that it was her hope that all the other children's wishes come true.

Me too!

Would you like to join Angel Flight West?

We would love to have you become a member of Angel Flight. As a volunteer pilot, you will use your love of flying to help those in need. While many pilots own their own airplanes, others rent. Most fly 4-seaters with a private certificate and still others have an instrument rating. Our members come from different walks of life, but are united by a desire to combine their interest in aviation with a unique way of helping people.

Please call one of the Idaho Wing members listed below, or visit Angel Flight West at www.angelflight.org for more information.

Idaho Wing Contacts:

Idaho Wing Leader: William C. Owens: (208) 853-6244, willieo@cableone.net
Assistant Wing Leader: Jim Hudson: (208) 331-7780, FlynJim@yahoo.com
N. Idaho Area Leader: Buck Bender: (208) 762-8238, wwbender@earthlink.net
E. Idaho Area Leader: Kermit Bunde (208) 251-3188, bundeka@id.doe.gov

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! ANNOUNCEMENT !

"Flight Against Meth" Air Show

6 pm to 8 pm - Sat., Sept. 29, 2007 - Nampa Airport

$5 recommended contribution per family at the gate

Aerobatic pilot Greg Poe, mock air race with planes from the Reno Air Show, & skydiving display – proceeds benefit Idaho Meth Project

VIP Reception with local dignitaries and Governor and First Lady Otter

5 pm to 6 pm – Cost $100/person

For more information or to register for VIP reception contact Megan Ronk at mronk@unitedwaytv.org or 208.590.0308

! ANNOUNCEMENT !

Stage II fire restrictions are in effect throughout most of Idaho and will remain in effect until the danger of wildfires has passed.

NO CAMPFIRES allowed on State Airports until Stage II Restrictions are lifted.

BOISE AIRPORT (BOI) RUNWAY CLOSURE

Beginning August 13, 2007

10L/28R - 10L DISPLACED THRESHOLD west of Taxiway D - No taxing between taxiways D and E. **4,500 Feet of Available Runway**

Phase I: 8/13 – 9/21...Taxiway G-Closed; Taxiway E-Open
Phase II: 9/21 – October...Taxiway G-Open; Taxiway E-Closed
Phase III: October – November...Runway 10L/28R-Closed

Check NOTAMS for Changes BEFORE DEPARTURE!!!