



WOMEN in Aviation

We dedicate this issue of the **Rudder Flutter** to our sisters in aviation, from those who paved the way in World War II to those who continue the tradition of perseverance, dedication, and hard work that has opened a world of possibilities for the young women of today and tomorrow.

To the pioneers: a memorial in your honor was dedicated this last summer at the Bird Aviation Museum in Sagle, Idaho. The following is a quote from that memorial:



Women Air Force Service Pilots (WASP) attend the special dedication at the Bird Aviation Museum in Sagle, Idaho. Photos courtesy of Charles Ballo.

WOMEN OF COURAGE

Dedicated to the 1,102 pioneering Women Air Force Service Pilots (WASP) who flew bomber, fighter, transport, cargo, drone, liaison, and training aircraft in defense of America's Freedom in World War II. These female civilian pilots, under the command of the U.S. Army Air Forces, flew more than 60,000,000 miles for their country while facing incredible cultural and gender bias against women in nontraditional roles. The WASP forever changed the role of women in aviation.

Dedicated to the Women Accepted for Volunteer Emergency Service (WAVES), Women's Army Corps (WACS), Women Marines (USMCWR), Women Coast Guard (SPARS), Army Nurse Corps, Navy Nurse Corps, the civilian women (Rosie the Riveters) and others who have made significant contributions to our military—past, present and future.

We honor all who have lived a life of dedication to their local communities and country. We thank those women who have paved the way for others in all walks of life by contributing to humanity and have "made a difference."



More than 1,000 WASPs flew in wartime service from 1942 to 1944. There are less than 300 still alive. Nineteen attended the unveiling and dedication of this monument in their honor.

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Eastern Idaho Ninety Nines

By: **Sandi Bills, Secretary**

2009-2010 was a busy time for the Eastern Idaho Ninety Nines. We conducted a Flying Companion Seminar last November, painted a compass rose on the tarmac at the Idaho Falls Airport, and continued adding pavers to mark the edges of the runway at Howe airport.

In October, three of our chapter members attended an FAA Safety Team (FAASteam) conference at the Avcenter in Idaho Falls. The conference was organized by Kathleen O'Brien, FAASteam Program Manager on temporary assignment to the Salt Lake FSDO from Long Beach, California. Kathleen discussed "How Airplanes Fly."



Sandy Storhok receiving the Governors award at the recent Convention of 99s in Boise. Back row--Lisa Lloyd, Sandi Bills; Front row--Nora Peters, Sandy Storhok and Joy McDonald

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All three of them enrolled in the new Wings Program.

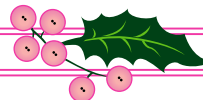
In September, the Northwest Section of the Ninety Nines met in Boise. Our Eastern Idaho Chapter Chair, Sandy Storhok, was nominated for and received the Governors Award for her contribution to aviation and the example she sets for women. Sandy joined the All Ohio Ninety Nines in 1973 and moved to Idaho where she joined the Idaho chapter in 1995. She has served as chair of the Eastern Idaho Chapter since 2006.

During her tenure, Sandy has successfully encouraged, nudged, and prodded our chapter to become more involved in promoting and supporting general aviation. As a result, we have adopted the Howe Airport, (U97-affectionately known as Howe International), have held two flying companion seminars, and have painted two compass roses with plans to complete a third. Sandy has also made us more aware of the awards, recognitions, and scholarships available through the Ninety Nines. At her

insistence, one of our members, Jonnie Landis, applied for and received the Maule Tail dragger award, which provided her the opportunity to take lessons and check out in a Maule.

Sadly, one of our greatest friends, John Bakken, died suddenly last summer. Truly a friend, he was always one of our biggest supporters. Along with students from ISU and friends from the EAA chapter, John marked all the compass roses we painted. He was also a member of the committee that chose the Aviation Scholars at ISU. He has left an enormous hole in our chapter's heart and will be greatly missed.

As always, if you have questions, are interested in aviation, learning to fly, or just want to have fun, I can be reached by email at billsipc@msn.com. I would love to hear from you.



Kathy Hughes, the Stinson Sisters, and the Passion to Fly

By: Laura Adams, Aeronautics Staff

In September, the Boise chapter of the Idaho Ninety Nines hosted the Northwest section of the Ninety Nines for a fun-filled weekend of entertainment, which included a cocktail hour on Friday evening at the Warhawk Air Museum and a presentation by Lt Col Kathy Hughes, USAF, MD. To say that she is an accomplished woman would be a huge understatement, and listening to her was beyond inspiring. Her speech was delivered with such energy, passion, and endearment that by the end of the evening, we all felt personally connected to her.



Barbara Morgan, BJ Carter and Kathy Hughes

Lt Col Hughes is a highly decorated command pilot with over 3,700 hours, a senior flight surgeon, a mother of two small children, and a member of the Idaho Ninety Nines. Although she currently resides in San Antonio, Texas, with her Beech Debonair parked in a hangar at Stinson Airfield (KSSF), she and her husband Paul also have a residence in Council, Idaho, where they plan to spend their retirement.

Her attachment to Idaho evolved during her two-year assignment as an A-10 pilot and Flight Surgeon for the Idaho National Guard; however, she also admitted to being wildly fond of

Stinson Airfield with its quaint Patio Café, Texas Air Museum, two flight schools, and its long, colorful aviation history. During the short time we spent with Kathy, she not only shared her personal history and passion for flying,



but also regaled us with the history of the Stinson Airfield, especially the Stinson sisters, among the earliest women aviation pioneers.

is named after their sisters, Katherine and Marjorie.

In 1915, Katherine, Marjorie, and Eddie opened the Stinson School of Flying on 500 acres just west of the San Antonio River. The rent was a whopping \$5.00 a year. Aviation was only twelve years old then, and it was highly unusual for women to do anything beyond home and hearth. The first flight by a woman occurred in 1910; the first woman was elected to Congress in 1917; and only 20% of women in the United States had a high school education.

Katherine Stinson, nicknamed the "Flying School Girl" after she sold the family piano to pay for flying lessons, was the 146th pilot to be licensed and the 4th female pilot. During WWI, the Stinsons trained both U.S. Army and Canadian pilots. Katherine also served as an airmail carrier in the Southwest, Canada, and Asia, but was denied assignment as a volunteer pilot in World War I. Instead, she contracted as an

The name Stinson rings a bell with most aviators because of the two Stinson brothers who launched the Stinson Corporation in Detroit, Michigan, during the 1920's. However, Stinson Municipal Airport

See Kathy Hughes
Continued on page 6

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PROFESSIONAL AVIATION SERVICES



Radio Chatter

By: Frank Lester
Safety/Education Coordinator



Reed Ranch

First, the new airport identifier is "192" for Reed Ranch. This information was published in the November 18, 2010 edition of

the FAA Airport/Facilities Directory. Second, as part of our agreement with the Forest Service, Reed Ranch will be **CLOSED, except for emergencies**, annually from November 1 through April 30 to provide habitat for wintering elk.

Johnson Creek Caretakers Needed for Summer 2011

Those of you who stopped in at Johnson Creek airport last summer had the pleasure of meeting the airport caretakers, Paul and Bev Sunderlin. Unfortunately, Paul and Bev have decided not to return next summer, and the Division is searching for their replacement. We will miss them and wish them much luck and happiness in their future.

For more information about the caretaker position at Johnson Creek, please contact Gary McElheney, State Airport Manager at 208 334-8893 or at gary.mcelheney@itd.idaho.gov.

McCall Mountain Flight School Hosts Air Force Special Operations Training

McCall Mountain/Canyon Flying Seminars, owned and operated by Lori MacNichol, recently hosted an Air Force special operations unit based in New Mexico and bound for Afghanistan. Although busy most of the summer teaching advanced mountain and canyon flying procedures to pilots from all over the world, Lori was particularly pleased to be able to serve the Air Force in this capacity. The unit's twin-engine turbine aircraft, a PZL M28 Skytruck, attracted a lot of attention during its visit to Idaho's backcountry. The aircraft is capable of carrying heavy loads and up to fifteen passengers to and from unimproved



PZL M28 Skytruck

returning for a three-day course of advanced flight instruction through the spring and summer of 2011. For more information about the McCall school, visit their website at www.mountaincanyonflying.com.

Warhawk Air Museum Opens New Korea and Viet Nam Wing

Over 100 visitors attended the official opening of the newest wing to the Warhawk Air Museum. The Nampa and Boise Police Departments opened the ceremonies by presenting the flags and singing the National Anthem.



FYI: From the FAA

On November first, the FAA began requiring owners to re-register their aircraft in a "rolling" program that will end in December, 2013. The new regulations require owners to re-register their aircraft over the next three years and then renew the registration every

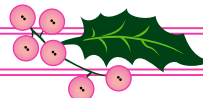
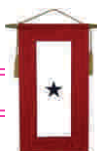


Warhawk Air Museum Co-Founders Sue and John Paul, Nampa Mayor Tom Dale, Congressman Walt Minnick, and Senator Jim Risch, cut the ceremonial ribbon, officially opening the new wing.

airstrips anywhere in the world. When they are not working on their skills in the aircraft or in the classroom, the group of ten to twelve pilots, loadmasters, and mechanics stayed in local hotels, enjoying McCall's many attractions. The best news for McCall's businesses is that the squadron will be

See Radio Chatter

Continued on page 5



Radio Chatter

Continued from page 4

three years thereafter. The first re-registration notices were sent on October 1, 2010, for aircraft registered in March of any year. Registration certificates for those aircraft will expire on March 31, 2011. However, once an aircraft owner submits his/her re-registration application and is issued a new certificate, that certificate will expire three years from the month in which it was issued regardless of when the original certificate was set to expire, e.g., a certificate originally due to expire in March, 2011 that was re-registered in January, 2011 will expire on January 31, 2014.

Currently, there is a one-time \$5.00 registration fee. While owners with no changes to their registration will be able to re-register their aircraft online, those with changes will be required to forward their applications by mail. Owners are advised to submit their applications as early as possible in their appropriate timeframe to allow for processing and mailing of the new registrations.

More information can be found at: www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/

Electronic Advance Passenger Information System (eAPIS)

Previously, customs would send a warning letter to pilots who had violated eAPIS procedures. However, they will soon issue their first penalty against a pilot for non-compliance. The agency will also start issuing penalties on a monthly basis. If assessed a penalty, a pilot can expect a \$5,000 fine for the first violation, while each subsequent violation carries a \$10,000 fine.

Safe Taxi Operations

Distractions in the cockpit during taxi lead to a large number of runway incursions. The Office of Runway Safety's latest push in its fight against Runway Incursions is an emphasis on safe taxi operations. Taxiing your aircraft should be considered a "VFR" operation regardless of the weather conditions. You need to be alert to the taxiway/runway markings on the pavement; you need to pay attention to all the airport signage; you should not be reading the preflight checklist or



The Nampa Police Department and Boise Police Department begin the official Ribbon Cutting Ceremony of the new Korea and Viet Nam wing of the Warhawk Air Museum.

programming your fancy electronic flight instruments; and you should not be talking on your cell phone.

You are a pilot. You worked hard for your certificate. Be "professional" in your actions. Always use the sterile cockpit routine: preprogram all flight equipment prior to taxi; keep all chatter to a minimum or better yet, none at all. Keep your eyes open and outside the cockpit, and always follow ATC instructions to the letter. Always write down taxi clearances. If you ever find yourself unsure of what to do or where you are, call ATC for clarification or progressive taxi instructions.

Line Up and Wait

The words "Line Up and Wait" have now replaced the words "Position and Hold" to instruct a pilot to enter the runway to await take-off clearance. When the controller tells you to "Line up and wait," he/she will: state your call-sign, state the departure runway, and say "Line Up and Wait." **Be aware that the phrase "Traffic Holding in Position" will continue to be used to advise other aircraft that traffic has been authorized to "Line Up and Wait" on an active runway.** The FAA campaign to educate pilots includes a new runway safety web page, which features a short training video and more details about the new procedures. Go to: www.faa.gov/go/runwaysafety and click on the "Runway Safety" banner at the top of the web page. You may also download a flyer from the site to print and handout or post.



Some of the aircraft found in the Warhawk's new Korea and Viet Nam wing.



Kathy Hughes

Continued from page 3

ambulance driver. She was the first woman to perform the loop-to-loop maneuver and eventually ended her career as an architect in New Mexico.

Marjorie Stinson, the older sister, served as a draftsman in the war department. In 1914 she became the 303rd licensed pilot and is a founding member of the Ninety-Nines. Together the barnstorming sisters managed to raise \$2 million dollars for the American Red Cross, and by the end of her life, Marjorie had become a well-known pilot and historian.

By the late 1920's, the City of San Antonio had taken over Stinson Air Field. It became a permanent airport in 1930 and construction was completed in 1936. What a work of art it is! The city has done a magnificent job preserving the original look and feel as the airport has expanded over the years.

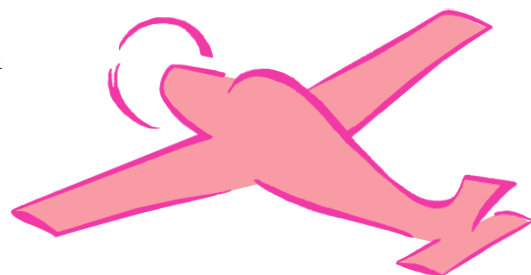


Kathy beckoned us all to fly in and experience it for ourselves.

Describing the evolution of her own passion for flight, Kathy entered Undergraduate Pilot Training (UPT) at Laughlin AFB, Del Rio, Texas, in 1988. Although she had difficulty with airsickness in the T-37 (Tweety Bird) during the first six months, it was the sleek, afterburning T-38 that she fell in

intelligence gathering equipment. It was during this tour that she met her husband, a fellow pilot in the same squadron. With the aid of an Air Force scholarship, she fulfilled her interest in medicine when she entered medical school in 1995 at the University of Nebraska Medical Center. Graduation certificate in hand, she was assigned to Mountain Home Air Force Base as a flight surgeon, where she qualified as a pilot in seven different aircraft, eventually moving to Boise and her favorite assignment, a tour with the Idaho Air National Guard.

Perpetuated by a powerful and tenacious work ethic, good fortune continued to follow Kathy, as she moved on to become Senior Medical Officer/Pilot on an exchange tour with the Royal Air Force in the United Kingdom. There, she flew the BAE



love with. The pure adrenaline rush of "pulling Gs" sealed her passion for flying. After graduating from UPT, she served as a T-38 Instructor Pilot for the next four years, joining the Ninety Nines while stationed at Offut AFB, Nebraska.

Systems Hawk advanced jet trainer conducting clinical and flight equipment trials. Although these tests often focused on flight helmets and G-suits, she brought smiles to our faces when she related some of her unique experiences testing "in-flight relief" devices for women flying jets.

Restricted from flying fighters by the combat exclusion law, Kathy chose to fly the RC-135V/W Rivet Joint, a surveillance aircraft equipped with an extensive array of sophisticated

Currently, Kathy is completing her residency in Aerospace and Occupational Medicine in San Antonio. She is proud to be 1 of only 80 female fighter pilots, and the only female Pilot/Physician in the United States Air Force today. As she emphasized that less than 1% of pilots in the military are women, the Recruiter within her burst forth. She ended the night appealing to women to come fly with the Air Force.

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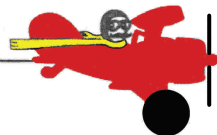
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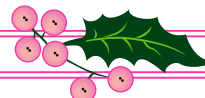
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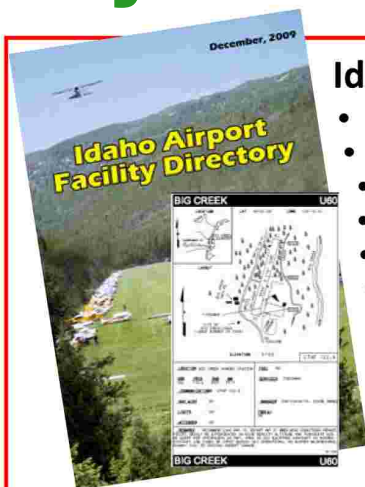
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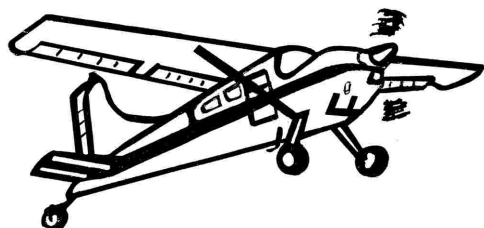
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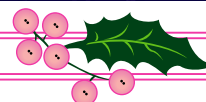
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Rathdrum Eagle Project Benefits Magee Airstrip (S77)

By: Lee Hannibal

Eagle Scout candidate Aron Tesulov of Rathdrum Boy Scout Troop 216 laid in two new sets of tie downs at the Magee Airstrip on October 2, 2010. This Eagle Scout project was the conclusion of weeks of planning by Tesulov, who worked with Gene Soper, Phil Cummings, Coeur d'Alene Airport Operations Manager, and the Idaho Division of Aeronautics. Gene Soper, recently inducted into the Idaho Aviation Hall of Fame, was one of Aron's principal advisors on the project.



Aron Tesulov

A major difficulty Aron faced in completing the project was locating the proper tie downs. Aron contacted Phil Cummings for some advice with his dilemma. Phil, donating time and materials, manufactured each tie down at the Coeur d'Alene airport, ensuring that the project would be completed on time.



From left to right, Cody Vandever, Aron Tesulov, Jill Tesulov, Dan Tesulov, Eric Campbell, Callen Hannibal, Toni Hannibal Scout Master, Brandon Tesulov. Photographs courtesy of Lee Hannibal.

The project wasn't as easy as one might think. Use of power tools of any kind by scouts is prohibited by the Boy Scouts of America, so holes were dug and concrete mixed by hand. A lot of old fashioned hard work and sweat went into the project, but at the end of the day, Aron found completion to be far more rewarding than he had anticipated.

Troop 216 of Rathdrum adopted Magee several years ago. As a community service, the troop cleans up and helps maintain the airstrip each spring after the winter thaw. Because of their strong commitment, Aron decided that his Eagle Project should benefit Idaho aviation and Magee. This project is the culmination of Aron's devotion

to the scouting way, but is only the beginning of his Eagle Scout service, which will follow him throughout the rest of his life.

Aron was assisted on this project by his friends and family: Brandon Tesulov (Eagle Scout), Callen Hannibal (Life Scout), Eric Campbell (Life Scout), and Cody Vandever. Adult leaders assisting in the project were Dan and Jill Tesulov, and Toni and Lee Hannibal.

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The Color of Aviation: *Sue Ranney*

By Gene Nora Jessen

Sue Ranney cringes at being likened to a pioneer, but the McCall woman, who broke new ground as a corporate pilot, certainly meets the definition.

In 1977, at age 22, Ranney began flying for Boise Cascade Corporation. She was one of 18 pilots for the company, which ran one of the most elite flight and maintenance operations in the country, carrying passengers safely anywhere, anytime, in any weather across the US, Canada and Europe. It is believed Ranney was the first female pilot flying as captain for a Fortune 500 company. At Boise Cascade, she flew the Learjet 24, Learjet

35, Learjet 55, and Falcon 50; after leaving Boise Cascade, she added a Hawker 700A and Westwind to her list of jets.

"The hard part was not handling the airplanes," Ranney said. "The challenge was getting flying experience despite prejudice along the way." She watched as many of the jobs she wanted were given to less qualified men, some of whom were her own students!

Although having been in an airplane only once in her life, in 1972, while learning to fly near her home town of Monmouth, Illinois, Ranney soloed in five days and became a private pilot in a nearly impossible 30 days. **In one year**, she qualified as a commercial pilot and as an instrument, multi-engine flight instructor.

She had decided early on that flying corporate jets would be her goal, rather than the airlines, "Much more varied and interesting," as she sees it. She built flying time and experience by spending several years as a flight instructor, and flying as a FAR Part 135 charter pilot in all the Cessna 300/400 series aircraft; in the Piper Seneca, Aztec, and Navajo; and in the Beechcraft Baron, Queen Air, and King Air.

She received her multi-engine Airline Transport Pilot (ATP) Letter of Competency at age 20, three



Sue today

years younger than the FAA minimum age, having successfully passed all the required tests. Upon reaching 23, the FAA issued her a permanent ATP certificate.

Ranney has logged well over 13,000 hours of flying time in her career.



Pink is a very strong color in aviation. Sue's success has shown that perseverance, dedication, and hard work will overcome even the greatest of manmade obstacles. Although Sue deflects many of the compliments due her with a "that's-just-part-of-the-territory" humility, her example benefits all young aviators, especially young women whose course in life is set for the sky.

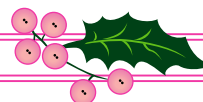
Gene Nora Jessen, of Meridian and McCall, is a pilot and the author of two books: "The Powder Puff Derby of 1929" and "The Fabulous Flight of the Three Musketeers."

— Editor

Photographs courtesy of Sue Ranney



Sue Ranney of McCall is shown here in this 1979 photo in the pilot seat of a Lear Jet while she was a corporate pilot for Boise Cascade Corporation.



WOMEN OF COURAGE

Bird Aviation Museum - Memorial Dedication

The WASP was a pioneering organization of civilian female pilots employed to fly military aircraft under the direction of the United States Army Air Forces during World War II. The female pilots, trained at Avenger Field in Sweetwater, Texas, would end up numbering over a thousand, each freeing a male pilot for combat service and duties. They received training as aviation cadets with no combat or gunnery training, but were expected to fly maneuvers that were necessary to recover from any position. They were the first women in history to fly military aircraft and paved the way for every female military pilot who is serving our country today. We most likely would not have female pilots in the military without the special passion and dedication of these women who flew over 60,000,000 miles. More than 60 years ago, the WASPs flew fighter, bomber, transport, and training aircraft

July 17, 2010

ordinary, rather they were trailblazers who wanted to serve their country by flying aircraft.

In fact, more than 25,000 American women applied for training, but only 1,830 were accepted and took the oath. Exactly 1,074 of those trainees successfully completed the Army Air Forces flight training, graduated, and received orders to report to their assigned air base. Sixty-eight years ago, on November 16, 1942, the first class of 29 women pilots reported for duty.

In October, 1943, male pilots were refusing to fly the B-26 Martin Marauder (known as the "Widowmaker") because of its horrendous fatality record. General Hap Arnold ordered WASP Director

was at the expense of their families or classmates. In fact, there were no gold [service] stars allowed in their parents' windows; and because they were not considered military, no American flags were allowed on their coffins.

In 1944, General Arnold made a personal request to Congress to militarize the WASP; it was denied. Then, on December 7, 1944, in a speech to the last graduating class of WASPs, General Arnold said, "You and more than 900 of your sisters have shown you can fly wingtip to wingtip with your brothers. I salute you. We of the Army Air Force are proud of you. We will never forget our debt to you." With victory in WWII almost certain, on December 20, 1944, the WASP was quietly and unceremoniously disbanded. What is amazing is that there were no honors, no benefits, and very few "thank you's." In fact, just as they had paid their own way to enter training, they had to pay their own way back home after their honorable service to the military.

In 1977, 33 years after the WASP was disbanded, Congress finally voted to give the WASPs the veteran status they had earned, but these heroic pilots were not invited to the signing ceremony at the White House. It was not until seven years later that the medals were delivered by mail in plain brown envelopes.

In March of this year, many of the surviving WASP members traveled to Washington, DC, to accept the Congressional Gold Medal, one of the highest civilian honors awarded by Congress.

See Women

Continued on page 12



Photograph courtesy of Charles Ballo.

in defense of America's freedom while facing incredible cultural and gender bias against women in nontraditional roles, overcoming multiple injustices and inequities in order to serve their country. These women chose not to be

Jacqueline Cochran to select 25 WASPs to be trained to fly the B-26 and prove to the male pilots that it was safe to fly.

Thirty-eight women lost their lives while serving their country. Their burial



Calendar of Events

February 2011

4-5 **Flight Instructor Refresher/Pilot Safety Clinic**,
Airport Holiday Inn, Boise, Frank Lester, (208) 334-8780,
frank.lester@itd.idaho.gov

March 2011

11 **IA Renewal**, Best Western Vista Inn at the Boise Airport,
Tim Henderson, (208) 334-8782, tim.henderson@itd.idaho.gov

April 2011

8-9 **Flight Instructor Refresher/Pilot Safety Clinic**,
AvCenter Hangar, Nampa, Boise, Frank Lester, (208) 334-8780,
frank.lester@itd.idaho.gov

Email your event information to
tammy.schoen@itd.idaho.gov for inclusion in the
Rudder Flutter and the Aeronautics website.

Women

Continued from page 11



On July 17, 2010, the Bird Aviation Museum in Sagle, Idaho, honored all who have served in the military, past and present, and who will serve in the future. It was an opportunity more than 60 years later, for everyone to say "THANK YOU" to these heroic women!

The above was extracted from the Bird Aviation website tribute to the WASPs and their accomplishments in World War II. I should have known more; my mother-in-law was an Army Nurse in Burma. Although this is not the full article, it should give you a very good understanding of what they had to endure.

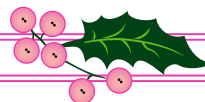
— Editor



Photos courtesy of Charles Ballo.

**Missing or Overdue
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Immediately!!!**

Idaho State Communications
800-632-8000 (Available 24/7/365)



Congratulations Idaho Aviation Hall of Fame Inductees

Congratulations to Boise native, Don Pape and Athol's Gene Soper on their induction into the Idaho Aviation Hall of Fame (IAHOF).



Don Pape



Gene Soper

Photographs courtesy of Harry Sauerwein and the IAHOF, Pape family and Soper family.



Idaho Aviation Hall of Fame Inductees



Emcee Mike Pape presenting his father, Don, and Gene Soper their plaques.

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Idaho Airport System Plan

By: Bill Statham
Aeronautics Airport Planning and
Programming Project Manager

The Division of Aeronautics' mission is to "...provide the highest quality, most effective, efficient, and safest airport system for all users of aviation services." To ensure that the state's airport system is developed to meet Idaho's transportation, economic, and safety needs, the Division of Aeronautics initiated the Idaho Airport System Plan (IASP). This comprehensive study follows a strategic approach to provide a blueprint to ensure that Idaho's future system of airports meets the state's needs.

This project includes separate analyses focusing on several components of the state's aviation system and activity types. The three separate analyses that comprise this update to the IASP include the following:

Idaho Airport System Plan: provides a long-term outlook for the state's system of public-use airports and identifies a recommended development plan that strategically improves airport facilities and moves the system towards its established policies.

Economic Impact Analysis: determines the contributions that airports make to the local and state economy through the provision of aviation services. The study analysis *2008 Idaho Airport System Plan 1-2*, quantifies the economic benefits of each of Idaho's study airports to show the importance of airports to the state's economy.

Compatible Land Use Guidelines: developed to promote an understanding of compatible land-use-planning around airports and provide assistance to local governments and land-use-planners who have an airport within their jurisdiction. Each of these independent elements is documented separately and is considered an integral component of the overall system planning process.

The System Plan study is now complete after three years of information gathering, analysis, and reporting. The work was accomplished with an exceptional consulting team, consisting of Wilbur Smith Associates as the prime, with T-O Engineers of Boise, HDR Engineering, Inc. of Boise, and ES Engineering of Rathdrum as sub-consultants. Each of the 75 airports included in the study contributed substantial amounts of data and their perspective as an Idaho airport while a multi-disciplinary Project Advisory Committee contributed perspective and scrutiny as the work progressed.

The results of the study are now available on the Idaho Division of Aeronautics webpage at <http://itd.idaho.gov/aero/>.

Executive Summary

The Executive Summary is a full color presentation of the major findings of the study, a recap of the Economic Impact findings, and a listing of the recommended policies and initiatives for the future.

Technical Report

Chapter One

System Goals and Measures

Chapter Two

Inventory

Chapter Three

Airport Role Analysis

Chapter Four

Forecasts of Aviation Activity

Chapter Five

System Performance Analysis

Chapter Six

Recommended System of Airports

Chapter Seven

Policy Analysis & Investigation

Recommendations

Chapter Eight

Implementation Plan

Appendix A

Future Facility and Service Objective

Compliance

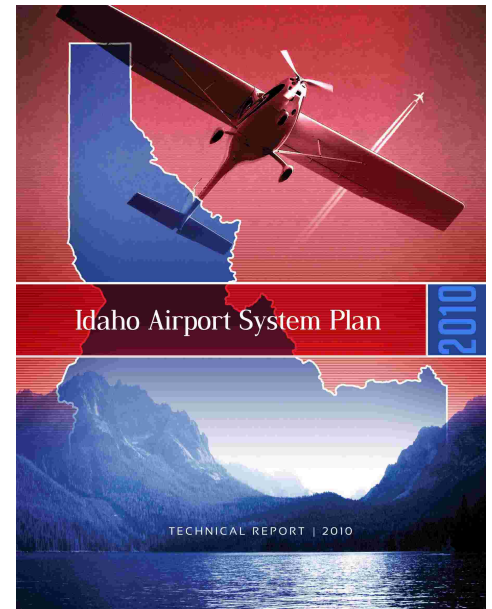
Appendix B

Idaho Airport Economic Impact Study

Appendix C

Idaho Compatible Land Use

Guidelines

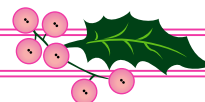


Individual Airport Brochures

These brochures are airport specific, full-color reports for each of the 75 airports included in the study. Each report discusses the airport, its major users, the local economy and its facilities, the role the airport serves in the aviation community, forecasts of future activity at the airport, recommended facility and service improvements, and the amount of economic benefits the airport provides.

Airport Pavement Maintenance Management Reports

The principal objective of the statewide pavement management program is to assess the relative condition of pavements for paved GA airports. The program serves as a tool in identifying system needs, state programming decisions for federal grant aid, Idaho Airport Aid Program funding, legislative decision making, and the planning needs of local jurisdictions. Secondly, the program should develop accurate pavement inventories and identify necessary maintenance, repair, rehabilitation, and reconstruction projects. The role of Idaho Aeronautics is to identify the pavement needs and recommended process of preserving the pavements within the IASP and the National Plan of Integrated Airport Systems.





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BACK COUNTRY/RECREATIONAL



BENTZ RIDGE, (TBD) 4300' N45:48 W118:08 900X50 TURF CTAF 122.9 Private, secluded, USFS in-holding. 109 deeded acres w/900'x50' airstrip. 10 mi. S. of Grangeville, 5 mi. E. of White Bird. Abundant wildlife, panoramic views. A rare Idaho retreat! **\$218,000**



DIXIE TOWN CREEKSIDE LOG CABIN End of the road access to great recreation. 2000 SF, 2-story, 2 BR/1.75 BA + office & loft. GFA & wood stove. Adjacent to airstrip. 5 lots, 240' Creek Frontage! **\$139,000**

BIG CREEK CABIN LOT Upper Basin Headwater of Big Creek. 1.2 acre lot. 1/2 mile from Big Creek airstrip. Access to Frank Church Wilderness & USFS. Great hunting & fishing. Drive-in access from Yellow Pine over Big Creek Summit. **\$69,000**

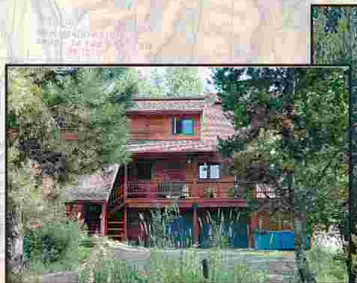


LAKEFRONT



64-FT LAKE FRONTAGE CABIN ON PAYETTE LAKE Charming, 1 BR/1 BA & 2 sleeping lofts on treed lot w/64 frontage feet. Views. Use as is or build new cabin. New Trex dock. Private beach. **\$845,000**

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PAYETTE RIVER SUBDIVISION Payette River views and privacy, close to McCall. Easy river access, 1.75 acres, beautiful cedar home. 3 BR/2.75 BA, oversized 2-car garage + carport. Year round babbling creek & pond, in a park like setting. **\$469,000**



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NEW MCCALL HANGAR 42x36 hangar at McCall Airport w/12' high bifold door, concrete floor, paved ramp & taxiway, rough plumbing, 125 amp 220v power, lights, heat, insulated. No association fees. City snow removal. **\$110,000**



MCCALL CORPORATE HANGAR South-facing 6400 SF hangar w/18x70 bifold door. 80x80 hangar fits large corporate jets. Bifold door modification available to increase clearance to over 20'. Vintage-deco pilot lounge/crew quarter w/3/4 bath. Stained concrete floors. Seller will consider partial real estate and/or aircraft trades. **\$895,000**

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DONNELLY COMMERCIAL 250' frontage on Hwy 55 in Donnelly. Immediate residential usage! Attached 2-car garage and detached 2-car garage/shop. Great rental property. **\$175,000**



Celebrate Backcountry Flying While Helping It

By: Colleen Back

Idaho Aviation Foundation: Helping Idaho General Aviation Continue to Flourish

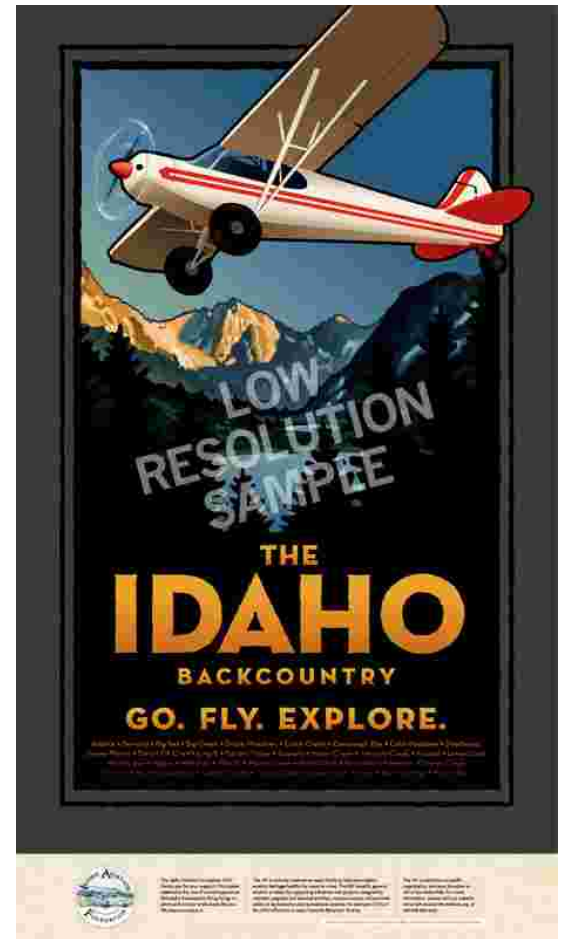
The Idaho Aviation Foundation (IAF) is a non-profit organization for the Idaho Aviation Association (IAA) and other individuals or organizations that need financial support for projects that are consistent with the IAF mission. "Many people don't really know what the IAF does, since we do not have members," notes IAF President Jim Davies.

A charitable organization that accepts tax-deductible donations, the IAF generally works in the background through a small Board of Directors. It

is focused on initiatives that preserve, protect and/or increase access to public use airstrips in Idaho, in addition to promoting safety. Although the IAF may fund activities that the IAA carries out, it is not involved in the organization or management of those activities. In other cases, the IAF may fund programs unrelated to IAA work, but are in concert with their similar missions.

Examples of activities funded or under consideration by the IAF include:

- A grant to help offset some research expenses for a new edition of Galen Hanselman's *Fly Idaho*, a valuable resource originally released in the early 1990's.
- Grants to assist with improvements at Chamberlain Basin and Cold Meadows.
- Grants for Wilderness Within Reach, a program that provides the physically and mentally challenged an opportunity to experience the Idaho Wilderness.
- Funds for a webcam in the busy Boise-McCall corridor (above Horseshoe Bend looking north/northeast)—viewable on the IAF website.
- Annual grants to the IAA for improvements such as picnic tables at key Idaho airstrips.
- Funds to develop the new Idaho Aeronautical Chart, which is available through Aeronautics.
- Future work to either re-open old airstrips and/or develop amenities at other airstrips.



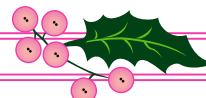
Many more examples may be found at www.idahoaviationfoundation.org.

IAF Announces Commemorative Fund Raising Campaign

The IAF needs your support to take on the kinds of activities enumerated above and to seek out future initiatives. Donations of any size are welcome and are tax deductible. Just in time for the holiday season, the IAF has announced a special fund-raising campaign giving those who enjoy flying the backcountry, a beautiful reason to donate. The campaign celebrates Idaho's backcountry flying heritage with three handsome

Backcountry

Continued on page 17



Backcountry

Continued from page 16

posters featuring three different aircraft, each specific to Idaho's backcountry. For a donation of \$120 or more, a donor will receive the poster of their choice. Smaller donations, although not eligible for a poster, will also receive a memento in appreciation of their support.

IAF Solicits Grant Proposals

The Idaho Aviation Foundation is extending its grant submission deadline and welcomes individuals or organizations who desire funding for projects that support general aviation in Idaho. Grant proposals supporting the following areas will be considered:

- Development of potential or future airstrips,
- Improvement of existing facilities or airstrips,

- Enhance or Improve Aviation Safety and Education, and
- Other projects in line with IAF objectives.

Interested parties may visit www.idahoaviationfoundation.org or call 208-859-5537 to learn more about the foundation and the grant process.

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PASS IT ON...IMMEDIATELY!!!

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- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff



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Your 2011 Aircraft Registration!



Although you may feel like you just recently paid your 2010 registration, it is time to pay for 2011.

New this year, we are proud to introduce you to ADAM! ADAM is the new **Aircraft Dealer Airman Management** system developed to make your lives easier through the ability to manage all of your own information. You can also renew and pay online.

We strongly encourage everyone to register online!

Soon you will receive an Aircraft Registration Renewal letter. Once you receive your notice, follow these easy steps to renew your aircraft:

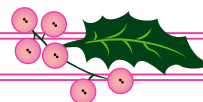
- If you have received a note from us with an assigned login and password, you **MUST** use that to access your account to keep from creating a duplicate account or duplicate airplane!
 - Log in,
 - Review your contact information for accuracy and update as necessary,
 - Click the RENEW button next to your airplane,
 - Choose Credit Card for payment, and
 - Pay online!

-OR-

- If you do not already have a login and password assigned to you:
 - Create a login and a password,
 - Enter your contact information,
 - Enter the red number from your letter into the system to transfer your aircraft data from the old system to the new one (**this is an important step!**),
 - Review the information for accuracy,
 - Choose Credit Card for payment, and
 - Pay online!

THAT'S IT! You can keep the notice you received in the mail or just throw it away. Yes – it really **IS** that easy!

If you have questions, don't hesitate to call Aeronautics – 208-334-8775.





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Idaho Transportation Department, Division of Aeronautics, 3483 Rickenbacker St., Boise, ID 83705
1-208-334-8775 or 1-800-426-4587

Complete the information below and the appropriate section for Aircraft and/or Airman Registration

Name:	<input type="text"/>	Phone:	<input type="text"/>	Address:	<input type="text"/>
Company (if applicable):	<input type="text"/>			City:	<input type="text"/>
Email:	<input type="text"/>			State:	<input type="text"/>
				Zip:	<input type="text"/>

☐ **AIRCRAFT REGISTRATION** Maximum fee - \$200.00

Fee = 1 cent per pound maximum certified gross weight -
(Example: 1500 max cert. gross weight = \$15.00)

N Number:	<input type="text"/>	Year Built:	<input type="text"/>
Make:	<input type="text"/>	Max Certified Gross Weight:	<input type="text"/>
Model:	<input type="text"/>	Home Airfield:	<input type="text"/>
Serial No.:	<input type="text"/>		

*Decal shall be placed on the left side of the aircraft either on the vertical stabilizer
or window nearest the rear of the aircraft*

☐ **AIRMAN REGISTRATION**

Fee = \$12.00 for two (2) years

Hours flown lifetime:

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Please check whether you would like to be on the Search
volunteer list ☐ Yes ☐ No

Comments:

Signature: _____

