



RUDDER FLUTTER

Idaho Based MAF Continues Aid Efforts in Haiti

By: Laura Adams, Aeronautics Staff

Now that several months have passed since the January 12th earthquake in Haiti, you may be wondering what is going on there now? As expected, the initial explosion of media coverage has all but evaporated, but the Haitian struggle continues. One Idaho based aviation organization has the inside scoop. Mission Aviation Fellowship (MAF) has been working in Haiti since 1986. Seven of their missionary families were living in Port-au-Prince, 16 miles west of the epicenter of the earthquake, when it crumpled most of the city. Miraculously nobody in the MAF clan was injured, although many of their neighbors were not as fortunate.

On January 15th, the MAF Disaster Response team was dispatched, arriving in Haiti with much needed supplies.

Their established presence in Haiti including a hangar at the Port-au-Prince Airport and a long-time partnership with Mission Flights International (MFI) of Fort Pierce, Florida, proved to be a huge advantage in circumventing the bottleneck of emergency assistance that was building, and to provide immediate aid. MFI has been a land bridge between Florida and Haiti, while MAF has been flying within Haiti. John Woodberry of Nampa, MAF Disaster Response Manager, has been leading the MAF Haiti Response team since their arrival. This was the first time he had ever visited Haiti.

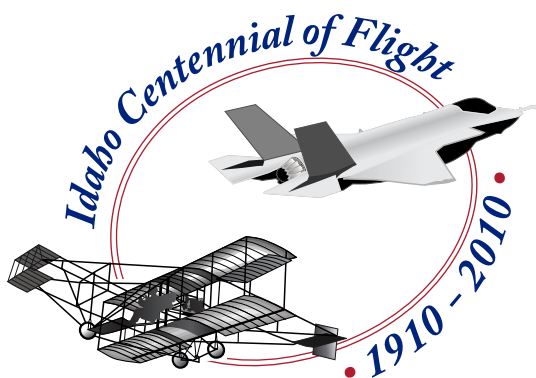


his religious and professional vocations. John was particularly drawn to this 65-year-old, non-denominational, non-profit organization because their mission perfectly matched his: to share the love of Jesus Christ through aviation and technology so that isolated people may be physically and spiritually transformed.

Presently the MAF Disaster Response team in Haiti is comprised of 5 aircraft and 16 staff members, including the first ever deployment of their brand-new Kodiak to a disaster zone. The 2010 Kodiak was designed by Quest Aircraft Co. of Sandpoint (Idaho) to carry a larger payload and

I was able to catch up with John by phone at the hangar in Port-au-Prince during the first week of April. This was his third trip back to Haiti within three months. In February, he made a quick trip back to Idaho to meet his first grandchild, born a couple weeks after his initial departure to the disaster. John has been working for MAF for the last seventeen years. Prior to that he worked for United Airlines, but much like the founders of MAF, he wanted to combine

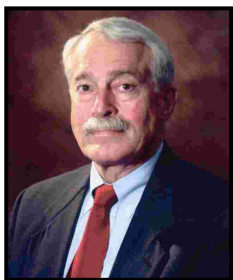
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From the Administrator:



The Aeronautics Division's request to add the Reed Ranch Airstrip to Idaho's network of state-operated aviation facilities cleared an important hurdle.

Following the completion of a U.S. Forest Service environmental assessment and their April 16 ruling, the Payette National Forest issued a Decision Notice/Finding of No Significant Impact (DN/FONSI) for the Reed Ranch Airstrip Project, and an alternative that includes the following provisions:

- Issue a 20-year special-use permit to the Division of Aeronautics to manage the Reed Ranch Airstrip;

- The airstrip will be open to public use; and
- Require implementation of the project design features, monitoring and evaluation requirements, and adaptive management adjustments specified in the environmental assessment and DN/FONSI.

The Aeronautics Division initiated a request to assume operation of the airstrip more than two years ago. The Forest Service acquired the parcel as part of an exchange with Brundage Mountain Resort in 2006.

At that time, the Forest Service notified the Division of Aeronautics of its intent to develop a plan for the airstrip, including the possibility of operating it as a public-use facility. "If a proposal to maintain or develop it as a public aviation facility administered

by the state were developed subsequent to the exchange, the PNF would process the proposal as appropriate," the Forest Service announced in 2006.

The airstrip, located about 18 miles east of McCall in the rugged South Fork Salmon River drainage, was a private facility that had been accessible to aviators by permission only. The 2100-foot-long runway is at an elevation of 4,200 feet and located on the historic Reed Ranch which was homesteaded in the early 20th century. When the Forest Service acquired the ranch, it was defined as "not for public use, Prior Permission Required," because of possible unreported hazards.

The Aeronautics application requested a special use permit that would allow Idaho to operate Reed Ranch Airstrip as a public-use facility, subject to conditions and limitations, and Forest Service approval of an annual operating plan.

Interested parties have 45 days to appeal the Forest Service's finding of no significant impact. We anxiously await the signing of the use permit at the end of the appeal period and look forward to making this excellent mountain airstrip available to Idaho pilots.

In the meantime, the airfield is still **not open for public** use until after the appeal period has elapsed, which will be sometime in early June. **Pilots should avoid using the Reed Ranch airstrip EXCEPT IN AN EMERGENCY until notified by the Division that it is safe and open for public use.**

John "JV" DeThomas
ITD Aeronautics Administrator

MONITOR GUARD FREQUENCY 121.5!

**If you hear a distress signal or radio call:
Note your altitude, location and time
and**

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



Two Backcountry Airstrips to Benefit from \$50,000 Grant

By: ITD Transporter Staff

Two of Idaho's popular wilderness airstrips will receive much-needed renovations this summer as a result of a federal grant from the Southwest Idaho Resource Advisory Committee (RAC).

The RAC approved a \$50,000 grant proposal submitted by the Idaho Aviation Network (IAN) and Payette National Forest. The IAN, U.S. Forest Service and Idaho Transportation Department's Division of Aeronautics recently announced the grant award.

The federal Title II grant will enable improvements to landing surfaces and user facilities at the Chamberlain Basin

improvements to pit toilets, and airstrip windsocks.

The IAN, a collaboration of federal, state and non-profit aviation interests that works to preserve and improve Idaho's backcountry public-use airstrips, developed and supported the proposal, and praised the decision.



and Cold Meadows airstrips, both of which are in the Frank Church River of No Return Wilderness Area northeast of McCall.

The IAN will contribute an additional \$1,000 plus volunteer labor to improve both airstrips.

The airstrips receive an estimated 800 aircraft landings each year and have gone at least a decade without significant maintenance. The funds will provide for raking, grading and leveling of the airstrips, improvements to drainage systems, removal of lodge pole pine trees from along the airstrips,

from visitors from all points on the globe. The airstrips must be maintained not only to continue their attractiveness to visitors but to provide safe access for forest administration, fire fighting and emergency evacuations."

The Payette National Forest plans to solicit bids for the airstrip improvements and award contracts this spring; work should be completed by the end of the flying season this year.

"The Forest Service, BLM and ITD's Division of Aeronautics all are struggling to find funds for maintaining these valuable airstrips," said IAN Coordinator Larry Taylor. "These airstrips generate millions of dollars for Idaho each year

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 quarterly. All articles should be submitted to this office for review.



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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.



Radio Chatter

By: Frank Lester
Safety/Education Coordinator



An Unfortunate Omission from Our Last Issue!

In our haste to get the last issue of the Rudder Flutter to press, we forgot to give proper credit to the Idaho Aviation Association, especially Doug Culley. We would like to thank them for their efforts to move the Governor's Proclamation, proclaiming October as Idaho's Centennial of Flight Month, through the labyrinth to final signature. Kudos to everyone involved in seeing this through. Great start to a very special year!

Mike Weiss, Idaho's Aviation Ambassador to Albania

I just recently got an email from Mike Weiss, who, as you remember, is in the Peace Corps in Albania. He is well and excited at the prospect of coming home to Idaho for some R&R after the first of the year. Here is an excerpt from his email:

"I have attached a photo of a painting from the National Art Gallery in Tirana. I took this a couple of weeks ago when I visited. Apparently the Soviets gave Albania a few Migs but the paranoid Albanian dictator feared aviation and had them used for target practice by the army. Transportation in general was a very low priority during the communist era as a way to control the population.

As far as anything I might add to the RF; just give my best regards to everyone and thank them for their support. The patrons of the American library in Korca are enjoying the great collection of aviation books, magazines, charts, etc. that they sent. They can be sure that anyone that I have worked with can now find Idaho on a map. Also, remind them that however expensive Avgas seems to them, autogas is \$6 to \$10 a gallon in Europe. There is a reason that Albanians call getting one of the few visas granted to Albanians to immigrate to the US, "Winning the lottery." For those of us fortunate enough to be citizens of the US, we have already won.



Please give my best to everyone and enjoy the return of good flying weather."

Take a moment to visit Mike's blog at <http://idalbania.blogspot.com> where you can find more pictures and information about his tour in Korca. You can also reach him by email at aairedale@aol.com, I know he would appreciate hearing from you.

Nez Perce County Commissioners OK Contract for Airport Restaurant

At long last, there will be a restaurant at the Lewiston airport. The Nez Perce County Commission in a 3-0 vote, approved a contract with Golf Fun Inc., to operate a restaurant and lounge at the Lewiston-Nez Perce County Regional Airport. Golf Fun also operates the Bryden Canyon Golf Course under a contract with the city of Lewiston.

Until business can support a full-service restaurant, daily operations will be limited to the smaller lounge area serving salads, sandwiches, and burgers, while using the larger area for parties, meetings and catered events.

See Radio Chatter

Continued on page 5

Fly Clear of Wildfire



Interference, Collision, Violation

Don't Risk It

Even a small fire may have fire aircraft and restrictions overhead.

Be safe. Stay away.

airspace.nifc.gov
aviation.blm.gov
faasafety.gov





Radio Chatter

Continued from page 4

If approved by the city, Golf Fun will receive a five-year contract.

Idaho's Own Greg Poe Uses His "Star" Power to Help Kids

Our hat is off to Greg Poe for using his prominence as an air show star to introduce kids to aviation and spread the word about the dangers of drug abuse. After the tragic loss of his son, Ryan, to heroine, Greg began the Ryan J. Poe foundation, which supports his Elevate Your Life Program. Drawing on his own accomplishments and tragedy, he speaks to school children about the benefits of hard work in reaching their dreams and moving them away from a life of tragedy and drugs.

Greg and his team plan to conduct one to two Elevate Your Life Presentations at each of the 24 stops on their air show schedule this year with a goal of reaching 10,000 kids with his message.

Good work, Greg; we're all proud of you.

eAPIS Wakeup Call

A little over a year ago, Mark Sweeney, Aeronautics Advisory Board member from Lewiston, wrote an article for the Rudder Flutter foretelling the arrival of the Electronic Advance Passenger Information System (eAPIS). It appears that the U.S. Customs and Border Protection (CBP) are running out of patience with noncompliant pilots, who could face thousands of dollars in penalties.

In a recent article from the AOPA ePilot, it was pointed out that "Pilots must file manifests through eAPIS (or another approved method) at least 60 minutes prior to departure when arriving in or departing from the United States. CBP has notified AOPA that it has begun issuing 'noncompliance notices' to pilots who do not file both the notice of departure and notice of arrival with CBP. The noncompliance notices do not carry a fine, but they warn that not filing passenger manifests according to CBP guidelines could incur a penalty of \$5,000 for the first violation and \$10,000 for each subsequent violation."

While the vast majority of pilots appear to be submitting the correct information for both arrival and departure, the CBP has been reviewing the manifests and "...will be sending preliminary penalty notices to pilots that have not been compliant with the submission of departure APIS manifests," according to the AOPA article.

"The eAPIS rule was released December 2008, and compliance became mandatory on May 18, 2009. CBP understood that it would take some time for all pilots to become familiar with the requirements, and so far, has

not issued any fines for noncompliance. The notices indicate that the agency is getting serious about enforcement." Take heed.

Head on over to the AOPA Air Safety Foundation and take their course Understanding eAPIS. Be sure to read the answers to frequently asked questions.

Updates to the Sport Pilot Rule

In addition to the extensive changes to FAR Part 61 that took effect last year, the FAA has published two additional updates to the Sport Pilot rule, which went into effect April 2nd.

The requirement to receive a make and model endorsement to operate various aircraft within a specific set of LSA has been removed: Pilots need only to receive one endorsement for a specific set of aircraft to fly all aircraft within that set.

Additionally, pilots operating under a sport pilot certificate will be required to receive training and an endorsement to operate light sport airplanes with a maximum level flight speed (Vh) less than 87 KCAS. The underlying reason for this change was the concern for pilots who had little experience flying slow, high-drag airplanes.



Idaho Airstrip Poker Run

IAA General Membership Meeting & BBQ

McCall, ID

June 26, 2010 - 0800

The Flying Poker Run:

- No entry fee...you just need to be an IAA member! You can join/sign up when arriving or at www.flyidaho.org.
- Pilots & passengers can each have a poker hand, provided they are IAA members.
- Pick a minimum of two, up to four airstrips below and fly there to get your first cards:

▲ Idaho Falls,	▲ Nampa,	▲ Lewiston,	▲ Coeur D'Alene,
▲ Twin Falls,	▲ Caldwell,	▲ Orofino,	▲ Emmett, or
▲ Gooding,	▲ Cascade,	▲ Moscow -	▲ Council.
▲ Boise,	▲ Grangeville,	Pullman,	
- The remaining cards needed to make a five card hand will be distributed at the McCall airport.
- All poker hands must be turned in **by Noon**.
- Raffle prizes & top poker hand prizes will be awarded at the IAA Membership Meeting and BBQ. (Small fee for lunch to cover costs.)

Poker Run Prizes:

Sporty's Hand Held Nav-Com - HP Anywhere Map Aviation GPS - Avgas - Much more!! Raffle prizes too!

For meal count, please **RSVP** at parkerb@pwnpcpa.com. For more information go to www.flyidaho.org.



The third and final article of our series on:

ELTs, Personal Satellite Trackers ...and YOU!

By: Frank Lester
Safety/Education Coordinator

Since 2008, before the shutdown of 121.5/243.0 MHz frequency monitoring by international search satellites, we have maintained a steady dialog on the importance of upgrading to the 406 MHz Emergency Locator Transmitter (ELT). We have understood and acknowledged the significant costs to the aircraft owner; offered suggestions to enhance your protection while using your current 121.5/243.0 ELT; attempted to clear up the misunderstandings and misgivings about the search process in Idaho; and discussed the benefits and limitations of using other, less expensive emergency notification devices. In the end, from a search perspective, our belief remains: the 406 MHz ELT is your best choice.

I recently read a great article in the March/April 2010 issue of King Air magazine, "What's in a Number? 121.5 MHz versus 406 MHz ELTs." Matt McDaniel (Progressive Aviation Services, LLC, www.progaviation.com) explores these devices from both a historical perspective and a technical perspective. The table on the opposite page, taken from his article, allows you to compare their differences under the current satellite coverage. He further states in his article that, "...distress signals transmitted over the 121.5 or 243 MHz frequencies now have no satellite detection services and are only monitored by ground-based sources...airborne monitoring would also have the ability to detect an ELT signal on those frequencies (if they [pilots] happen to be monitoring it and if there are no line-of-sight limitations imposed on the signal)." The parenthetical comments are especially apropos to those aviators who choose to venture into Idaho's vast mountain environs.

In summary:

- The 406 ELT provides the best and most accurate coverage of any device on the market. It is a passive device, sturdier, more powerful, digital, and far less subject to false alerts than its analog predecessor;
- COSPAS-SARSAT, the satellite array that monitors the 406 ELT, is a dedicated SAR asset, which, based on the type of 406 activated (ELT, PLB, or EPIRB) and the accuracy of the device's registration information, gives those who monitor these satellites the ability to determine whether an aircraft, a hiker, or a boat is in distress. ELT alerts intercepted by these satellites are sent directly to those agencies (Aeronautics) responsible for finding YOU;
- **REMEMBER: Relying on a 121.5 ELT, a Personal Locator Beacon or a personal satellite tracking device for your aircraft's emergency beacon could delay an aerial search by the Air Force Rescue Coordination Center (AFRCC) and Aeronautics by hours, even days!** On a recent 121.5 ELT activation, without satellite coverage, it took us four days, yes, **FOUR DAYS**, to locate the aircraft. The ELT in question was in an aircraft that had crashed **TWO WEEKS** earlier, but for some unknown reason had only just activated.

Although this is the last installment in this series on search and ELTs, there will be more articles written as more information becomes known. As we encounter other situations involving new devices or new wrinkles in the search process develop, we will use every means available to bring you the latest information.. You can help us in this effort by telling us of situations or



experiences you have encountered, especially if they could impact search and rescue. It is indeed a team effort that will ensure that each search is more effective, more efficient, and more expedient.

Oh, and speaking of new information, I just learned this at our recent IA Renewal: Did you know that your 406 ELT may include up to three batteries? This is true: one for the ELT itself; one for the buzzer; and one for the light. So be sure you know how many batteries are in your system and check all of them at your next inspection.

In closing, please remember these important points:

- If your ELT has been activated for more than ONE cumulative hour, the battery has to be recharged or replaced;
- If you have a 406 ELT, register it and review your registration information at least annually;
- When you discard your old 121.5 ELT, remove the battery;
- Monitor guard frequency (121.5) while flying and report all ELTs;
- If you don't file a flight plan, give a relative or friend your "unofficial flight plan" and religiously stick to it;

See ELTs and PSTs

Continued on page 13



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Warhawk Air Museum goes to Washington DC!

By: Sue Paul, Warhawk Air Museum
Executive Director

The Warhawk Air Museum was invited to participate in the Smithsonian Institute National Air and Space Mutual Concerns Conference on March 28, 2010, in Washington D.C. Sue Paul, Executive Director and Barry Hill, museum Board Member and Director of the museum's Veterans History



Project Program, presented the Warhawk Air Museum's Veterans History Project program to museums from around the world.

While in Washington, Sue and Barry were invited to the Folk Life Center of the Library of Congress office in Washington D.C. on April 26 to present the museum's 500th Veterans History Project interview film. The Veterans History Project is a nation-wide effort to preserve the stories of veterans during times of war. The Warhawk Air Museum has been an active partner with the Library of Congress since 2004. Dan Murray, Legislative Assistant to Senator Risch and Kelly Cecchetti, a staff member from Senator Crapo's team joined Sue and Barry as the 500th DVD was presented to the National Veterans History Project Director and staff.



To date the Warhawk's program has preserved on film over 525 personal accounts from WWII, Korea, Vietnam, the Cold War, Desert Storm, through Iraq and Afghanistan. These stories are available to view at the Warhawk Air Museum upon request, or by contacting the Library of Congress. For more information about the program and how to be interviewed contact the Warhawk Air Museum (208) 465-6446.

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Aid to Haiti

Continued from page 1

to run on jet fuel rather than “avgas,” which is much less available in remote areas and considerably more expensive. So far, John said that his fleet has not wasted any time grounded in Haiti for lack of fuel. The new Kodiak has all kinds of unique specialty features as a result of direct input from MAF and other humanitarian groups.



In Haiti, MAF’s role is constantly changing. They began as a rapid response logistics chain, distributing 40,000 lbs of relief supplies a day. The MAF hangar in Port-au-Prince was converted into a make-shift shipping and receiving warehouse, pumping out tons of medical supplies, water purification systems, and food to the countryside, all donated by various humanitarian organizations. In addition, their aircraft also served as the only air ambulance service in some regions, transporting patients and medical staff.

John shared a thank you letter with me written by Dr. Phelps, a Los Angeles Anesthesiologist who flew with MAF while serving in Haiti. His first assignment was to fly from the U.S. into Cap Haitian and then travel on to Hinge. At this point he was actually relieved that the MAF aircraft were not available because he was deathly afraid of small planes. After performing several surgeries and living through days of unspeakable tragedy, an MAF plane became available for the return flight to Cap Haitian. Dr. Phelps wrote, “When the pilots landed to pick us up I was overwhelmed with feelings. The first thing the pilots did was shake our hands and say to us, ‘God bless you guys.’ I am a grown man, but the spirit of God welled up so high in me that I felt like crying. Your pilots were so kind,

professional, and filled with the Holy Spirit that I literally had no fears to fly in their plane. When people ask me what impacted my heart the most in Haiti, I tell them about how awesome the MAF team was.”

As of April, MAF’s role has shifted somewhat to providing flights for those who are helping to rebuild Haiti with work-for-food programs. I asked John, “What is the most critical need of the Haitians now?” He emphatically replied with one word: “Jobs!” These people desperately want to work, to rebuild, and to find hope. Three hundred thousand people were lost in the earthquake. One and a half million people, in essence, close to the entire population of Idaho, are homeless. MAF’s Disaster Response team plans to remain in Haiti helping these people until sometime in June.

I also asked John what was unique about the Haiti disaster compared to all the other disasters he has responded to. He explained how Haiti relied on Port-au-Prince as the major port and distribution center for the majority of the country. Its infrastructure already weak, the sudden end of supplies flowing through this pipeline affected people throughout the entire country. Also, due to widespread corruption in the construction industry, more Haitians are homeless than ought to be. Many of the displaced residents have moved in with relatives in smaller towns without the means to support them. Thousands are still camping out during Haiti’s rainy, hurricane season, waiting in lines, and relying on relief aid.

Anarchy and safety were an immediate concern to John when he first landed. “To date,” he said, “there hasn’t been any of the anticipated rioting. There are occasional kidnappings, but the overall security is good. However, things here can change quickly.” John also mentioned one experience in particular that was the most moving to him and contrary to any concerns of safety. His most memorable moment happened exactly one month after the earthquake. As he was riding through the streets, he came across thousands of Haitians in the street

MAF flight log as of Mar. 21

Ft. Pierce to/from Port-au-Prince

200 round trip flights
3500 passengers
1.5 million lbs. of cargo

Internal flights in Haiti

238.2 flight hours
606 flights
935 passengers
208,821 lbs. of cargo
34,620 flight miles

singing, praying, and repenting. He said, at that crossing, he was filled with hope for these people as he listened to them sing, “The power of Jesus up, the power of evil down. Don’t keep me down; let me grow up on Jesus.”

Other memorable moments for the MAF team have included a couple of visits from U.S. celebrity film artist Harrison Ford to the Port-au-Prince hangar, as well as the development of a new friendship with NASCAR teams Hendricks Motorsports and Joe Gibbs Racing (JGR). Ford flew from California into the Port-au-Prince airport in his own aircraft loaded with medical volunteers and supplies. He heard about MAF and stopped in to ask the pilots for a briefing of the area and its airstrips. Then he returned later on to thank them for giving him directions and insight.

Hendricks Motorsports and Joe Gibbs Racing offered MFI a total of 3, 45-seat Saab 2000 turboprop aircraft for daily round trip humanitarian flights. Hendricks’s chief pilot and the JGR flight staff formed an on-going friendship with the pilots and staff at MAF’s hangar. A friendly rivalry grew between JGR and Hendricks around which team could out-bless the MAF staff by flying in gifts of Dunkin Donuts, pizza, and cheeseburgers from Florida.

Currently MAF worldwide serves 41 countries, 1,000 Christian and humanitarian organizations with 58 aircraft averaging 94 flights/day, and flies 2.6 million miles a year. To learn more about this organization specializing in Aviation, Communications and Information Technology, and Learning Technologies log onto www.maf.org. You can also tour their U.S. headquarters in Nampa, Idaho.



The Color of Aviation: *William Henry “Bill” Dorris*

By: Frank Lester
Safety/Education Coordinator

I am not a native of Idaho I have lived here for 20 years and have worked for the Division of Aeronautics during the last 13 years. One of the “perks” that I enjoy most is writing for the **Rudder Flutter**, and even better, researching Idaho’s colorful aviation past. This year is especially important because of our Centennial of Flight. The research, the stories, the anecdotes become more important as many of our aviation pioneers have passed on, and unfortunately, may have never been recorded in history.

Bill Dorris is one of those pioneers. When he passed away in 2000, I had only been on the job at Aeronautics for three years. In fact, I knew little about him until I met his daughter Ann, albeit only through email, and had the opportunity to sit down and talk to his son, Mike. Today, with a bad economy and the constant assault on aviation, especially in the wilderness; it is both sad and enjoyable to reflect upon a time when flying was in its heyday. The accomplishments of individuals like Bill Dorris certainly meant something back then, and as the shoulders we stand on today; we dare not forget them.



Bill with 170, 1958

According to Ann and her brothers, Bill began his flying career at the age of 12, when he “accidentally” soloed a Pietenpol that he and his older brother, George, built in the machine shop of a coal mine in Roundup, Montana. They had borrowed a truck from the local mine to drag out an airstrip, near the one in use today at Roundup.. Legend has it that his brother crashed the plane and their Dad was so angry, he threatened to burn it. In his 1995 interview for the Idaho Oral History Center, Bill said he was more like 15 when he learned to fly. In any event, he was young and in his words, “...a group of us got together and built an airplane. And we bought one for ten bucks and a home-made buzz saw...



Pietenpol

And then we started hopping it, and little by little, and getting farther away—much as they did in World War I—and that’s the way we started.” Although he’d been flying for years, he didn’t

receive any formalized training until college during World War II, when he entered the Civilian Pilot Training (CPT) program and received his first “official” pilot’s license at 21. Bill tells a story about a time when “...my brother came down from Alaska on leave one day when I



Bill Dorris

was at Pasco in primary training. And we were sitting across from each other on a couple of bunks in the barracks, and the same thought struck us at the same time, ‘What we didn’t know about flying was—it was amazing that we were still alive.’”

As many of his contemporaries did then, Bill enlisted in the Navy during the war and flew in the central Pacific with the Marines. Looking at one of his job applications from 1956, his military experience was varied and extensive: SBD, SB2C, F4U, F8F, PB5A, TBF, DC3, and the list goes on, a virtual alphabet soup. “If the Marine Corps had it, I flew it...if you were a pilot, you were a pilot, and you had better be...ready to fly everything,” he would say, and he was.

After the War, an engineer by education, he worked at Boeing as a tooling engineer on early prototypes of the B-52. Tiring of the monotony of work and the headaches of city living, his life made an abrupt about face when he accepted a position as a Conservation Officer with Idaho Fish and Game and

See Bill Dorris
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Bill Dorris

Continued from page 10

moved to Albion. He was transferred to McCall in 1956 where he acquired an early air taxi certificate. This allowed him to use his Cessna 170 in his work with the Fish and Game for seasonal game counts and transportation. Ann said that he developed an aerial fish planting hopper that is still used today to stock fish into Idaho's high mountain lakes. Another highlight of his Fish and Game career was flying aerial telemetry for cougar and black bear. He developed a mounting system for the radio antennas on the outside of the airplanes.

In 1965 he went to work for the legendary Bob Fogg and Johnson's Flying Service. He flew mail, people, and supplies in and out of virtually all of the ranches in the then "Idaho Primitive Area." When asked in his 1995 interview to describe the minimum conditions necessary to have a "landable" strip, he laughed and answered, "...some...are less than 300 feet long...and...steeper than a cow's face feeding downhill." When Johnson's Flying Service was bought out by Evergreen, Bill didn't think he fit their corporate image and began McCall Air Taxi in 1976, which he operated with his sons Mike and Pat until he passed away in March, 2000.

Bill trained many pilots including Ray Arnold and Lyn Clark, and four of his sons: George, Mike, Pat, and Bill. He's flown everything from the mail to smoke jumpers to mountain lions and

domestic goats to the "Fonz" (actor Henry Winkler of "Happy Days" Fame). He flew many medical, and Search and Rescue missions in the central Idaho mountains, and like many of his predecessors, he was life flight before Life Flight.

Yes, Bill was a backcountry "Old-timer," who had the skills and understood the nuances of flying in the beautiful and often unforgiving Idaho wilderness. But beyond his skills and the passel of certificates and ratings, beyond the underlying experience was a passion for preservation of this way of life. When the assault on aviation began during the writing of the wilderness bills through the implementation of the management plan, he was one of the standard bearers whose voice rose above the cacophony of demands to close these airstrips. He spoke loud and often to everyone and anyone who would listen, about the Forest Service efforts to reclassify the "Big Creek Four," Dewey Moore, Vines, Mile High, and Simonds, as "Emergency Use Only," virtually closing the airstrips. He, along with son Mike, spent countless hours writing letters and providing histories disproving the Forest Service contention that those airstrips were not in existence prior to the Wilderness Act.

His comments, pointed and factual, did not go unnoticed and received personal responses from Senators McClure and Church, and Governor John Evans.

It is unclear whether Bill's voice stood out among the many or even had a direct effect on the



Flying into Deadwood

final outcome, but have no doubt that his silence would have been deafening.

While the fight is far from over, we need more people with the passion of Bill Dorris to step up and provide the voice of reason and experience to ensure that 100 years from now, we will still be enjoying the benefits of these important mountain airstrips.

(Editor: Many thanks to Ann (Dorris) Giberson and Mike Dorris for their assistance in writing this article. William H. Dorris, interviewed by Linda Morton-Keithly. Boise: Idaho Oral History Center, January 19, 1995.)

Photo Credits:

Bill Dorris photos courtesy of Dorris family

Pietenpol photo courtesy of the Experimental Aircraft Association Image Archive



Flying goats out of Bradley Ranch

Teacher Aviation Workshop



Workshop Dates:

Idaho Falls - July 15-16

Payette - July 26-27

Sandpoint - July 29-30

For more info go to: www.itd.idaho.gov/aero



Calendar of Events

MAY

- 18 **We're Seein' Spots:** Pilot Training Seminar, Coeur d'Alene. Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 20 **We're Seein' Spots:** Pilot Training Seminar, Nampa. Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 21-23 **IAA Moose Creek Work Party**, Moving the campground and outhouse. Jerry Terlisner, 208-859-7959
- 22 **IAA Graham Work Party** (U45), Jerry Terlisner, 208-859-7959
- 22 **Nampa Airport-Fest 2010**, Nampa Airport (MAN), Airplane static displays, demonstrations and Young Eagles flights. 10 am to 3 pm. Unicom 122.7, Sandy Smith, 208-938-0355 or smithsidaho@msn.com
- 25 **We're Seein' Spots:** Pilot Training Seminar, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov

JUNE

- 5 **Johnson Creek Airport**, Wedding planned, 1:00 pm.
- 5 **Celebration of Flight**, Caldwell Airport (EUL), Flight demonstrations, formation flights, aerobatics, skydiving, airplane displays, vendors, something for the entire family! Gates open at 9:00 am., www.celebrationofflight.org
- 10-12 **River of No Return Mountain Flying Clinic**, Challis, Idaho. 208-879-5728, 888-283-7258 or mforkair@custertel.net
- 12 **Jerome County Airport** (JER) Annual Fly-In & Community Appreciation Day. 7 am to Noon, FREE admission. Breakfast hosted by local Search & Rescue. Displays, rides and lots of hangar flying! Bonnie Dietrick, 208-324-9980
- 12 **Quiet Birdmen Fly-In**, Garden Valley Airport, 15 aircraft/60 people. Jerry Terlisner, 208-859-7959
- 16-18 **Super Cub Fly-In**, Johnson Creek Airport, 100 aircraft/150 people. Dave Kirsten, 209-333-1100
- 16-19 **McCall Mountain** Canyon Flying Seminars, McCall. Basic Course. Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincayonflying.com
- 19-20 **Twin Falls** Flying Club Fly-In, Smiley Creek Airport, 20 aircraft/50 people.
- 19-20 **Garden Valley** overnigher, Top Fun Flyers. Steve Clements 323-1585
- 20 **Treasure Valley Chapter** IAA Breakfast, Garden Valley Airport, 7-10 am. Jerry Terlisner, 208-859-7959
- 21-23 **Aviation Career Exploration** (ACE) Academy, Idaho students, ages 14-18 - Get application. Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov or Tammy Schoen, 208-334-8776 or tammy.schoen@itd.idaho.gov
- 21-25 **McCall Mountain** Canyon Flying Seminars, McCall. Middle Fork Lodge Excursion. Lori MacNichol, 208-634-1344 or admin@mountaincayonflying.com
- 25-27 **Backcountry Pilots Fly-In**, Johnson Creek Airport, 40 aircraft, 50 people. Bryan Painter, 916-622-2593
- 26 **IAA Poker Run** and IAA General Membership meeting & BBQ, McCall (MYL), Bruce Parker 208-321-1323
- 26 **Pocatello Airport** Appreciation Day: Salute to General Aviation. 9 am to 3 pm. Displays, military aircraft, food, plane and helicopter rides, activities for kids, & more! Get the flyer here! 208-234-6154, www.iflypocatello.com

6/28-7/2 **Camp Invention 2010**, Bird Aviation Museum & Invention Center. www.ampinvention.org, 800-968-4332

6/29-7/2 **McCall Mountain** Canyon Flying Seminars, McCall. Basic Course. Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincayonflying.com

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

JULY

- 2-3 **Treeport Fly-in/Camp out**. Tom Willis, 208-304-1057-twillis@questaircraft.com
- 3 **Independence Day flight**, Top Fun Flyers. Steve Clements 323-1585
- 6-9 **McCall Mountain** Canyon Flying Seminars, McCall. Basic Course. Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincayonflying.com
- 7-11 **Arlington Fly-In**, Arlington, Washington
- 8-10 **Wilderness Within Reach**. Rick Budwee, 208-861-5833
- 10 **IAA Big Creek Work Party**, Big Creek Airport (U60). Jerry Terlisner, 208-859-7959
- 9-11 **180/185 Club fly-In**, Garden Valley Airport, 50 aircraft, 60 people. Jim Davies, 208-859-5537
- 9-12 **Quiet Birdmen Fly-In**, Johnson Creek Airport, 25 aircraft, 35 people. David Sanderson, 831-901-4010
- 10 **IAA Work Party**, Big Creek (U60). Jerry Terlisner, 208-859-7959
- 12-16 **McCall Mountain** Canyon Flying Seminars, McCall. Advanced Course at Sulphur Creek (returning participants only). Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincayonflying.com
- 15-16 **Teacher Aviation** Workshop, Idaho Falls. Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov or tammy.schoen@itd.idaho.gov, 208-334-8776.
- 16-18 **180/185 Fly-In**, Johnson Creek, 50 aircraft/100 people. Al Hewitt, 206-714-1420
- 17 **Breakfast Fly-In**, St. Maries Municipal (S72), 8-11 am, breakfast \$5/person. Funds support Junior Civil Air Patrol & airport. Displays, videos & prizes. Fuel, tie downs, courtesy cars. John Koebel, 208-245-2914, asiauctions@earthlink.net or Tina-Marie Schultz, 208-640-9789, tinamarieschultz@roadrunner.com
- 20-23 **McCall Mountain** Canyon Flying Seminars, McCall-Basic Course. Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincayonflying.com
- 23-24 **Wings over Baker** Air Show/Fly-In, Baker, Oregon (BKE). Mel Cross, 541-519-6018 or melc@eoni.com
- 7/26-8/1 **EAA AirVenture**, OshKosh, Wisconsin
- 26-27 **Teacher Aviation** Workshop, Payette. Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov or tammy.schoen@itd.idaho.gov, 208-334-8776.
- 29-30 **Teacher Aviation** Workshop, Sandpoint, Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov or tammy.schoen@itd.idaho.gov, 208-334-8776.
- 29-31 **Montana Antique Airplane** Association Annual Fly-in, Three Forks, MT. Flour bombing, spot landing, FREE camping! Tim Linn, 406-451-5897
- 31 **IAA Work Party**-Chamberlain Basin (U79). Jerry Terlisner, 208-859-7959

AUGUST

- 8/28-9/5 **Sun Valley Paragliding** operating in Stanley, Smiley Creek, Mackay, Challis, Trail Creek and Copper Basin. Mike Pfau, 208-721-0897
- 13-15 **IAA Annual Fly-In** at Cavanaugh Bay, 30 aircraft/60 people. Russ Vawther, 208-602-5840
- 14 **5th Annual Sandpoint Fly-In/EAA** breakfast 8 - 11 am, Jan Lee, 208-255-9954 or Jan@sandpointinspection.com

SEPTEMBER

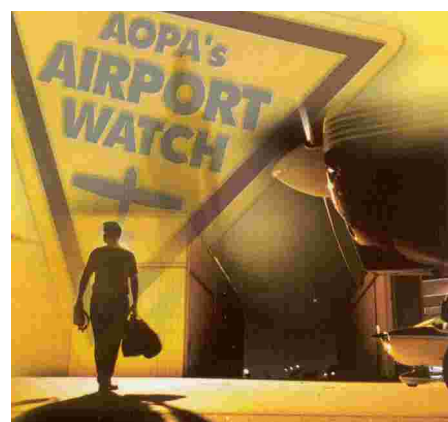
- 11 **Ontario Air Faire**, Ontario Municipal Airport, Oregon. Merle Maine's Warbirds. 8 am-Aerobatic acts, fly-bys, static displays, breakfast, car show, helicopter rides, food booths, bands, & more! \$1 admission, kids 12 & under FREE! Also a FLY-IN event! Roger Smith, 208-739-3979 or OntarioAirFaire@aol.com
- 15-19 **Reno Air Races**, www.airrace.org
- 26 Gold Star Mothers, Warhawk Air Museum, 201 Municipal Drive, Nampa. Sue Paul, 208-465-6446, suepaul@warhawkairmuseum.org
- 9/29-10/3 **McCall Mountain** Canyon Flying Seminars, McCall. Fall Canyonlands Flyin' Safari. Lori MacNichol, 208-634-1344 or admin@mountaincayonflying.com



ELTs and PSTs

Continued from page 6

- Close your “unofficial flight plan” with your friend or relative. Give them a “no later than” time or day that you will check in with them and tell them what to do if you fail to call;
- If you divert or change your route of flight, tell someone;
- If you carry a personal satellite tracking device, be sure you have read everything about your device and fully understand its operation;
- If your tracking device has a place or “profile” for additional information about your activities, be sure to state in it that you are in an aircraft;
- If you have selected emergency contacts for your personal tracking device, tell them what to do and who to call if they receive an emergency alert, especially if you are in an aircraft;



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TABLE 1: Comparing 406 MHz and 121.5 MHz ELTs	
406 MHz	121.5 MHz
POWER OUTPUT	
5.0 Watts – Easy to detect, “sees” through many types of overhead cover and improves accuracy.	0.1 Watt – No satellite monitoring. Extremely low wattage also makes signal much more susceptible to interference between the source and ground-based monitoring facilities.
COVERAGE	
Global via low-earth orbiting satellites. Between 70 degrees North and 70 degrees South latitudes via geostationary satellites (provides nearly instantaneous detection).	Via ground-based sources and overflying aircraft only. Both limited to line-of-sight. No satellite monitoring.
ALERTING	
First location alert warrants launch of SAR assets. Earlier launches puts assets on scene sooner – an average three hours saved in maritime, six hours saved on land. Average initial detection/alerting by orbiting satellites are about 45 minutes, with maximum of 90 minutes. Average subsequent satellite passes every 60 minutes, with maximum of 90 minutes. Beacon ID combined with registration data and point of contact information allows rapid verification and launch or stand-down. Allows false alert follow-up to continuously improve system integrity/reliability. Near instantaneous detection by geostationary satellites. Beacon ID combined with registration data and point of contact information allows potential for near real-time immediate launch of SAR assets even without beacon derived location information.	High false alert rate makes first-alert launch unfeasible. Absent independent distress information means RCCs must wait for additional alert information. No satellite monitoring. No satellite monitoring. Alerts are anonymous. Analog technology not capable of transmitting data. No false alert follow-up capability. No satellite monitoring, No digital beacon ID info transmitted.
POSITION INFORMATION	
One to three nm (two to five km) accuracy on average. Position calculated by Doppler shift analysis. Position information on first satellite pass. Better than 300 feet accuracy with GPS-equipped beacons. GPS position processed with initial alert, near instantaneous via geostationary satellites.	No satellite monitoring, so no Doppler location. No GPS capability.
SURVIVOR LOCATION	
Position accuracy (non-GPS) limits initial search area to about 25 sq. nm (65 sq. km) or better. GPS-equipped beacons reduce search area to virtually pinpoint area. Homing signal facilitates final short-range survivor location by radio detection finder equipped search units.	No inherent survivor location. No GPS capability. Signal facilitates survivor location by radio detection finder equipped search units. Large search area makes this more difficult and problematic.
FALSE ALERTS	
All alerts come from beacons. Satellite beacon transmissions are digital, coded signals. Satellites process only encoded data, other signals are rejected. About one in 12 alerts are actual distress. Beacon-unique coding/registration allows rapid incident corroboration. Registration mandatory since 1994. Ninety percent of beacons are registered. About 70% of false alerts are resolved by a phone or radio call to registration point of contacts prior to launching SAR assets.	No satellite monitoring Even with previous satellite alerting, fewer than two in 1,000 alerts were actual distress. Since beacons transmit anonymously, the only way to ascertain the situation is to dispatch resources to investigate – a costly disadvantage that puts SAR crews at risk unnecessarily. High false alert rate and no satellite monitoring make first-alert launch unfeasible.
THE FUTURE	
International standard for the foreseeable future. Next generation system already being fielded is 100% backward compatible and results in improved accuracy and shorter alert times with current available beacons.	NO FUTURE Satellite processing ceased on February 1, 2009. Use of 121.5 MHz EPIRBs by U.S. boaters was illegal effective January 1, 2007.

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- Lastly, don't forget our “**We're Seein' Spots**” Safe Pilot meetings:
 - **Nampa, May 20; time?**
 - **Coeur d'Alene, May 18; and**
 - **Idaho Falls, May 25.**

Until then, fly safe, fly smart.

Many thanks to Matt McDaniel for permitting us to use portions of his article. Progressive Aviation Services is a source of customized mountain training courses and a wide variety of other pilot and training services in technically advanced aircraft. You can contact Matt directly for more information at Progressive Aviation Services, LLC, at 414-339-4990, matt@progaviation.com or through his website at www.progaviation.com
– Editor





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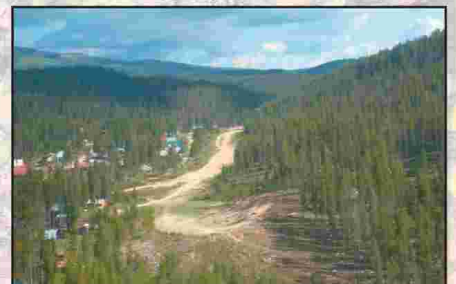


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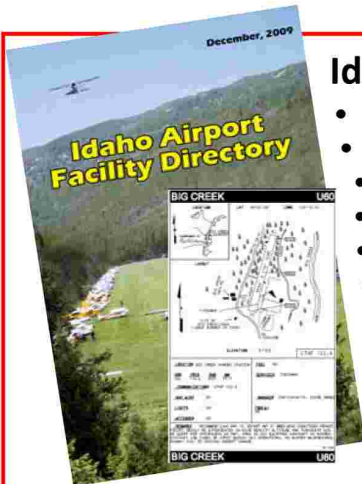
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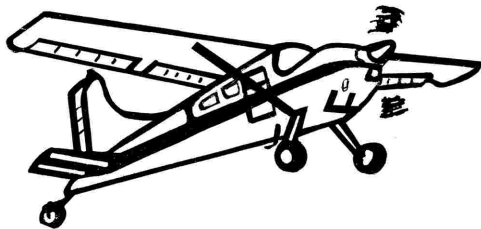
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On Final at Soldiers Bar



How Did You Fare with the Centennial Trivia?

By: Frank Lester
Safety/Education Coordinator

(All facts cited in this article were taken from Arthur Hart's Wings Over Idaho, originally published: Boise, Idaho: Historic Boise, Inc., c1991, now printed and bound in the U.S. by Caxton Press of Caldwell, Idaho.)

In the last issue of the Rudder Flutter, I offered nine questions on Idaho Centennial trivia to help put you in the spirit of the celebration. Well, how did you do? Don't worry, everyone passed, but why don't we review the answers and take a quick look back while we are at it.

When and where did the first flight in Idaho occur? Okay, that's a gimme...Lewiston on October 13, 1910. I do need to make a slight correction, though. Scott Spencer, President of Lighter Than Air America here in Boise and the premier hot air balloon advocate in the Pacific Northwest, most likely the world, blew a little hot air my direction when he

informed me that a balloon had flown in Idaho before 1910. The earliest I could find was October 19, 1908 in Boise. Okay, I stand corrected: October 13, 2010 is the Centennial of (Powered) Flight in Idaho.

What is the date of the official beginning of commercial aviation in the United States? If you got this one, you also know the date of the first airmail flight in Idaho and the date that United Airlines was founded. That date is April 6, 1926 when Leon D. Cuddeback, Chief Pilot for Varney Air Lines, Boise, flew the first contract airmail flight. Although United Airlines wasn't actually formed until July 1, 1931 with the merger of Boeing Air Transport, Varney Air Lines, Pacific Air Transport, and National Air Transport, United still gives April 6, 1926 as the date of their founding.

Who is the first Idaho woman recorded as a licensed flier? Not to be confused with Alys McKey, who, taking off from the Boise fairgrounds

in a Curtiss biplane on May 30, 1913, was the first woman to pilot an airplane in Idaho. In 1921, Volara Romanza Nelson from Rupert was listed as the first woman pilot licensed by the Aero Club of America. Although many women were flying in 1921,

apparently, few were officially licensed. Still, Volara Nelson is the first Idaho woman recorded as a flier.

Which Idaho pilot was one of the 13 candidates that successfully passed the physical in a female astronaut research program in 1961? We have written about her in the Rudder Flutter on several occasions, and she has two books to her credit: Powder Puff Derby Of 1929 and The Fabulous Flight of the Three Musketeers. Gene Nora Jessen, who also served as President, International Ninety-Nines from 1988-1990, is a member of the original Mercury 13, First Lady Astronaut Trainees (FLATs) that, in 1961, completed the same exact physical training program as their male counterparts, but was denied the opportunity to go into space.

Which city had Idaho's earliest municipal airport? Well, it wasn't Payette, which was the first town to ask formal approval for its proposed airport from the newly formed Department of Public Works, aeronautics division. The Idaho Air Commerce Act of 1929 established what is now the Division of Aeronautics, which is part of the Idaho Transportation Department. Payette had submitted drawings dated December 24, 1929 to the Aeronautics Division for their proposed airport; however, Coeur d'Alene, which purchased land for their municipal airport in 1916, had Idaho's earliest airport and probably one of the first in the country.

See Trivia

Continued on page 16

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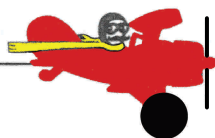
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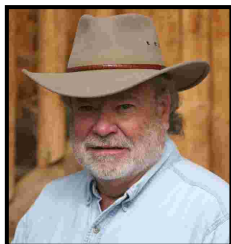
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Idaho Aviation Foundation Awards Grant to Idaho Pilot/Author

Idaho pilot and author, Galen Hanselman was awarded a grant from the Idaho Aviation Foundation. The grant will be used to support the field work necessary to produce a third edition of his popular recreational pilot guide **FLY IDAHO!**

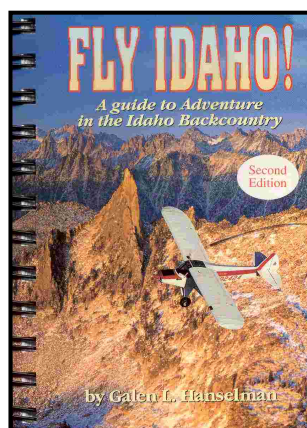
His photography in **FLY IDAHO!**, originally completed in 1993, has not been updated. In the past 17 years, wildfires, washouts, and runway improvements have changed the character of many of these unimproved airstrips. With the advent of digital photography and modern surveying techniques, Hanselman proposes to revisit 80 backcountry airstrips. He plans to photograph and survey the airstrips to create terrain elevation



models and runway elevation profiles similar to those he used in a more recent guide, **FLY UTAH!**

Data collected by Hanselman will be shared with the Idaho Division of Aeronautics, the Idaho Historical Society, the Idaho Aviation Association and the Idaho Aviation Foundation as an educational tool to inform and promote safety in Idaho's backcountry.

The grant was in keeping with the organization's mission



statement: "to advocate the interests of general aviation in Idaho for all who benefit from access by air to our state resources by accumulating and distributing assets for the preservation, maintenance, repair and enhancement of our public use airports."

For information about making tax deductible contributions to the Idaho Aviation Foundation or to submit a grant request, contact: Idaho Aviation Foundation, President Jim Davies, PO Box 2016, Eagle Idaho 83616. Phone: 208-859-5537; Email: jdavies@idahoflyer.com; URL: www.flyidaho.org

Trivia

Continued from page 15

Finally, every state had two teachers designated as "Teacher in Space," who are Idaho's? Anyone who has followed the space program, knows that McCall's own Barbara Morgan was the official "Teacher in Space" and completed her mission aboard the Shuttle Endeavor, STS-118, in August, 2007. But remember, each state had two designees. Idaho's other Teacher in Space designee was a teacher from Boise High School, Dave Marquart.

Okay, there you have it. But...hang on...there is a lot more where that came from. **Try this on for size: can you name these airports?**

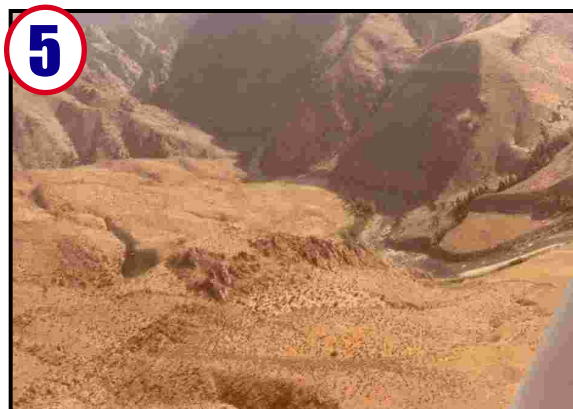
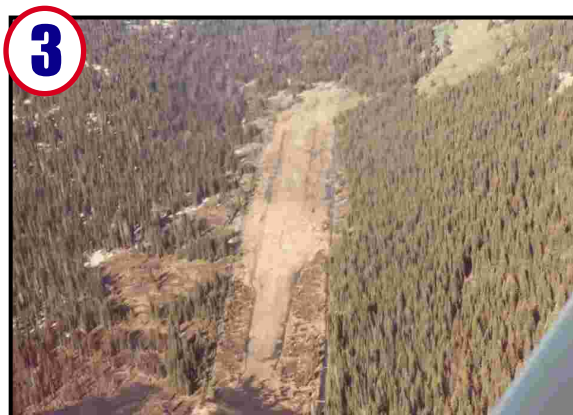
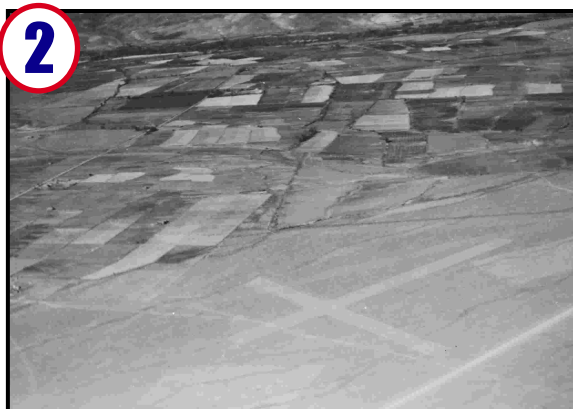


Photo Credits: Color photos courtesy of Idaho Division of Aeronautics; black and white photos courtesy of the Idaho State Historical Society

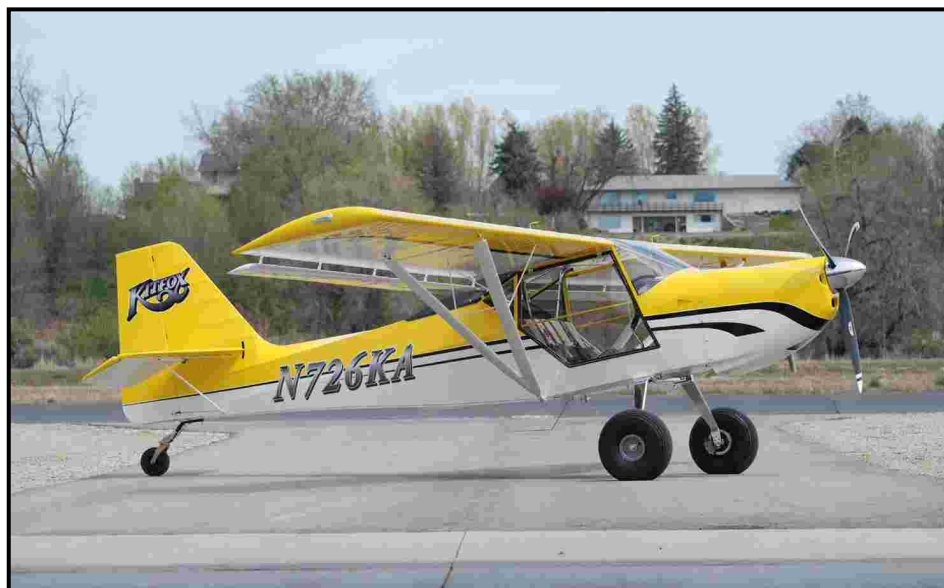


Glass Cockpit Aviation Offers Idaho-Built KitFox to the Sport Pilot Community

By: **Paul Leadabrand, S-LSA LLC,**
and Cammie Patch, Glass
Cockpit Aviation

Glass Cockpit Aviation owner: Cammie Patch, KitFox Aircraft LLC owners John and Debra McBean, and S-LSA LLC managing member, Paul Leadabrand, have teamed up to bring a custom-designed KitFox Special Light Sport Aircraft (S-LSA) "Super Sport" to the Treasure Valley. Glass Cockpit Aviation, a well-established flight school noted for its Technically Advanced Aircraft training regimen and based at the Boise Airport accepted a brand-new KitFox S-LSA in April. The aircraft, the first S-LSA in Idaho will be made available to the general flying public for flight training and recreational rental.

The KitFox, which was selected for its admirable safety record, quality of workmanship, attention to detail, and quality of design, has been produced in Idaho's Treasure Valley since 1984. According to AOPA, more than 60 percent of all the LSAs sold in the United States are built in the European Union, and, Cammie and Paul say, "It is nice to be able to support an Idaho company that has built a great product and offers a high level of support. The KitFox S-LSA is a proven design with the



performance and handling necessary to fly in Idaho's backcountry."

KitFox Aircraft will also continue to produce kits for the amateur home-builder. For more information on KitFox Aircraft, please visit www.kitfoxaircraft.com.

Glass Cockpit Aviation plans to use the KitFox for Sport Pilot or private pilot training, tail-wheel endorsements,

and backcountry proficiency. For more information on the new S-LSA program, please visit www.glasscockpitaviation.com/MainPages/LightSport.html, or call Cammie at 208-869-7450 or Paul at 216-262-1296.

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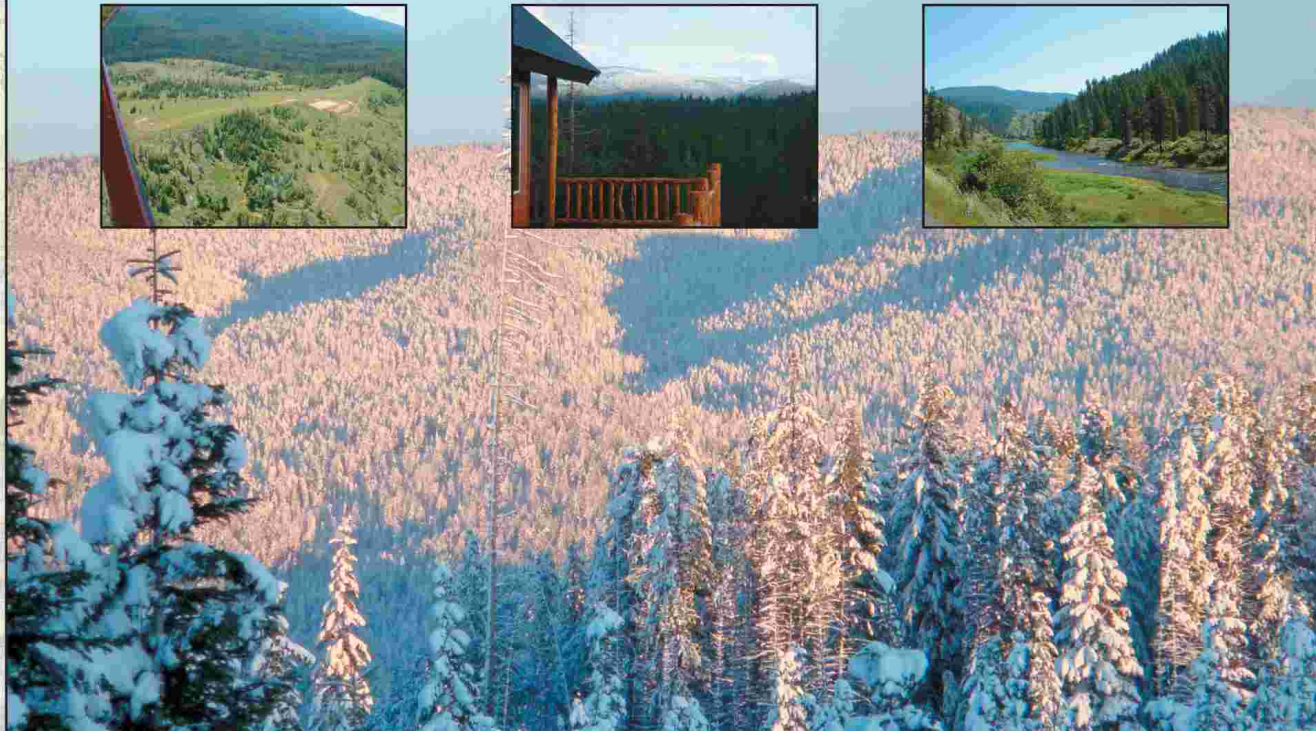
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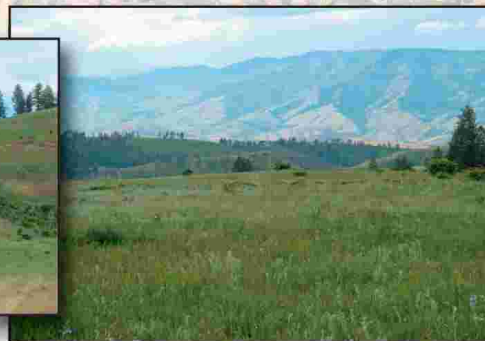


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Complete the information below and the appropriate section for Aircraft and/or Airman Registration

Name:	<input type="text"/>	Phone:	<input type="text"/>	Address:	<input type="text"/>
Company (if applicable):	<input type="text"/>			City:	<input type="text"/>
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☐ **AIRCRAFT REGISTRATION** Maximum fee - \$200.00
Fee = 1 cent per pound maximum certified gross weight -
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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

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