



Historic Reed Ranch: Idaho's Newest Aerial Getaway

By: Frank Lester
Safety/Education Coordinator

Nestled in the rugged and remote south fork of the Salmon River, the airport on the historic Reed Ranch opened to the public on July 30th, 2010. Aeronautics' staff members and local area pilots put the final touches on the state's newest fly-in destination including clearing rocks and trees, painting runway markers, and officially marking the opening with a ceremonial raising of the airport windsock.

Steeped in the wildest of Idaho western lore, the area once known as Reeves' Bar is rich with stories that were

the sustenance of dime-store novelists. Once roamed by the Nez Perce and Mountain Shoshoni (Sheepstealer) tribes, white men enticed by visions of abundant gold first visited the area in the 1860s. Stories of Indian attacks, fur trappers, settlers, murder and deadly shootouts embellished over time became the legends that fed the imaginations and fears of many readers.



Celebratory raising of the wind sock. Photo by Mark Hall

responded with a single shot through Krassel's heart, killing him.

William and Bessie Reed arrived at Reeves' Bar in August of 1914. Together they raised 12 children while building their ranch, eventually selling out to the South-Salmon Placer Mining Company of Nampa on October 29, 1928. The property changed hands again at a sheriff's auction in 1945 where it was sold to C.G. Halliday, who eventually sold it to William Deinhard. In 1951, Deinhard sold the property to Brown's Tie and Lumber Company of McCall where it remained part of the Brown family estate until a land swap with the Forest Service in 2006. The



Photo by Tammy Schoen

One of the most noted incidents involved a shootout between George Krassel and William "Deadshot" Reed. Two men who chose to agree on nothing; Krassel, a German who supported his native country in WWI, fought incessantly with Reed. As the story goes, Krassel showed up at the Reed Ranch to complain about Reed's cattle eating his crops. Concealing a rifle under his coat as he rode in, Bessie, Reed's wife, spotted the weapon and sent one of the children out with a pistol to find her husband and warn him. As Reed cautiously approached his complaining neighbor, Krassel raised his rifle, fired and missed. Reed

See Reed Ranch
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ACE Academy: Laugh, Learn, and Fly

By: **Nikki McIntosh**
2010 ACE Academy Student



June 21st marked the first day of the Aviation Career Exploration Academy, also known as ACE Academy. This three-day

program allows kids, like me, ages fourteen to eighteen from across Idaho to explore the many careers of aviation through tours, simulations, and actual flights. Run by Frank Lester, the Safety/Education Coordinator for the Division of Aeronautics, and supported by numerous volunteers, ACE Academy is an energetic and educational event



Idaho Air National Guard A-10



Garden Valley



Hannah Rose displays her uncanny skills at the controls.

that opened up the world of aviation to us and left us with many memories.

When we first gathered at the office of the Division of Aeronautics, an awkward silence hung over the room. We were all strangers, but we all shared the same interest in aviation. With that commonality, it didn't take us long to get to know each other.

The three days were jam-packed with information about aviation. Most of the program consisted

of tours, including the National Interagency Fire Center and the Air National Guard. We also had an Unmanned Aerial Vehicle (UAV) demonstration, and we were given the opportunity to take turns flying a remotely piloted vehicle. Flying the flight simulators was the ultimate videogame.

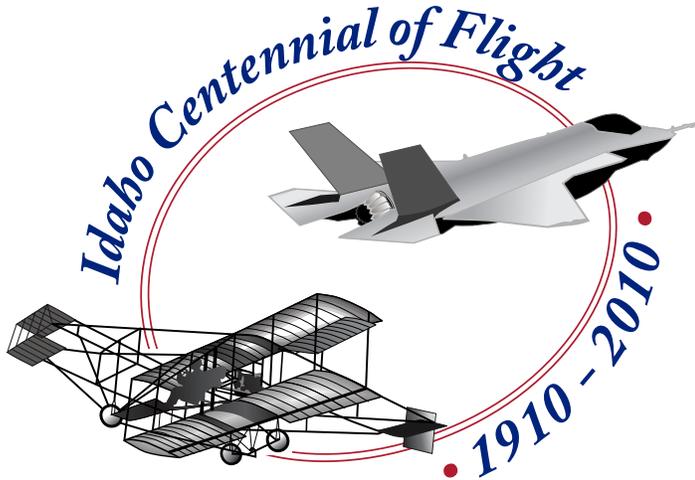
The highlight of the event was undoubtedly the navigation flights. We were placed into groups and assigned to volunteer pilots who made our flights fun, and they even let us fly their airplanes.

ACE Academy was an exciting experience that provided us with a better understanding of aviation careers. For kids interested in flight, the ACE Academy is a great place to both laugh and learn about aviation.

**You are welcome to submit
Rudder Flutter articles to
Tammy Schoen at
this email address:
tammyschoen@itd.idaho.gov**



Curtiss Pusher Replica Takes Flight



Jim Otey makes the second flight of the Curtiss Pusher on August 26, 2010, at Lewiston. (Photo courtesy of Barry Kough, Lewiston Tribune)

The first flights of the 1909 Curtiss Pusher replica were conducted by Dean Wilson and Jim Otey on August 8th at the Lewiston/Nez Perce County Airport. According to the two intrepid test pilots, the flights exceeded all expectations. Stability and control have been excellent and the flight test program will continue until the 40 hours of Phase I have been completed, after which they will be cleared to carry passengers.



Jim and Dean in their Curtiss Pusher.

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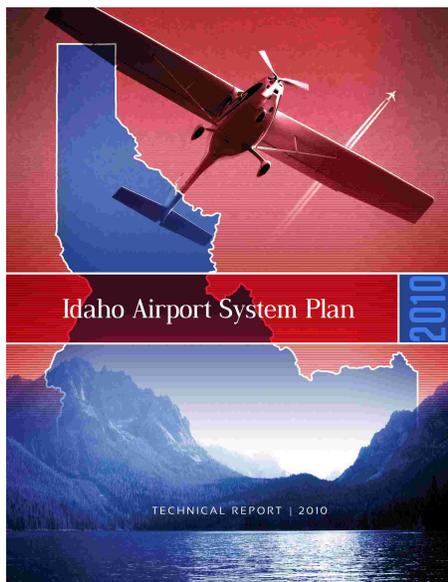
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Radio Chatter

By: Frank Lester
Safety/Education Coordinator



Johnson Creek: Some Final Thoughts...

Not long ago I circulated a letter addressing several issues concerning Johnson Creek. My intention was to correct some misinformation that was being circulated among the pilots flying into the airport. Many thanks to those of you who helped me get the word out. Judging from the feedback I have received, it was both very timely and appreciated.

Since then I have also spoken to others about these issues. On one occasion, speaking to the Cessna 180/185 Association, our discussion identified a couple of other thoughts that are worth mentioning.

Landing to the south, there are two common approaches into Johnson Creek: the left-hand "overhead" pattern and the straight-in "blind" approach up Johnson Creek from Yellow Pine. It appears that the former is most often used by those familiar with the airport, while the latter is used more often by those unfamiliar. Those who fly the "overhead" pattern prefer it because they can see the airport, the pattern, and all aircraft around the airport throughout their pattern and approach. The "blind" approach from Yellow Pine, although not discouraged, is fraught with conflict. As the word "blind" suggests, the airport does not come into view until the last quarter mile of the approach. Those who fly this approach have a tendency to fly the approach at a lower altitude, less than 500 feet, because they can't see the runway and they don't want to be high when they finally do. The greatest danger is where these two approaches converge: an aircraft in the pattern, turning final and belly up to the usually lower, straight-

in aircraft. If one of the aircraft has not transmitted its position or it is on the wrong frequency as occurred earlier this summer, the results could be tragic. This would be the case especially if the lower aircraft attempts a go-around.

There are two corollaries to this discussion:

First, if you are new or unfamiliar with Johnson Creek or any mountain airport, circle overhead and survey the surrounding terrain. If you decide to fly the straight-in to Johnson Creek, pick a major landmark along your route that should be easy to see from 500 feet and is approximately 1/2 mile from the end of the runway. A standard final approach is 500 feet at 1/2 mile from the runway. Maintain 500 feet or above on your straight-in until you approach your 1/2-mile point. Then, begin a normal rate of descent so that when you do see the runway at about 1/4 mile, you should be in a good position to make a normal landing.

The other corollary is if you choose to fly the pattern, enter at 800 feet AGL instead of 1000 feet AGL. One thing that is always taught about mountain flying is that you must adjust your thought process to match the terrain and conditions in which you are flying. The approach-end of 17 is over 50 feet lower than the field elevation. If you fly a 1000-foot pattern, you are already high in your approach. The results could be a steep, diving final approach,

resulting in excessive speed on landing, a potentially serious problem at high density altitudes.

Lastly, I was flying out of Johnson Creek a few weeks ago as three aircraft were arriving together. They all chose to fly the straight-in, each waiting their turn to initiate their approach. They all orbited above Yellow Pine. To help us maintain good community relations with our neighbors to the north of the airport, please don't rendezvous over the village. If you are going to orbit or meet up before heading into the airport or to another destination, pick a location away from the village and not directly overhead. Whatever the situation avoid overflying the village; but if you must, do so at least 1000 feet AGL. I know a lot of you would not consider Yellow Pine a congested area, but out of courtesy for those who live there, please treat it like it is and stay high.

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Note your altitude, location and time

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- FSS: 800-WXBRIEF (800-992-7433)
- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff



Radio Chatter

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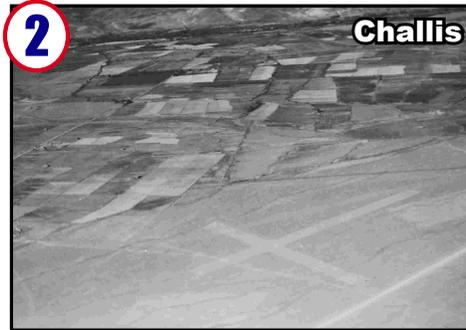
Sierra 67 is Now MAN...What???

The Nampa Airport Approach to News had a little fun with the recent change from S67 to MAN.

The airport, after a very long wait, finally received an AWOS and a subsequent change in identifier. For those flying into MAN, you can access the AWOS on 118.325 or 208-318-0040.

As pointed out in their newsletter, "Can't remember MAN? Here's a thought: Now you can fly from BOI to MAN and go from a boy to a man in one short flight!"

Hey! How Did You Do on Last Issue's Centennial Trivia?



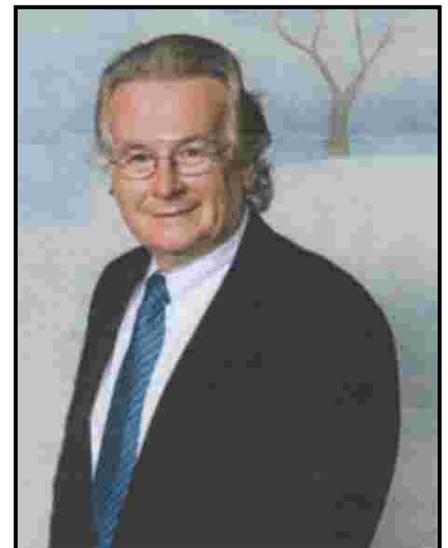
Black and white photos courtesy of the Idaho State Historical Society.

We will excuse their poking a little fun at their big brother to the east, and offer our congratulations on their upgrade.

Idaho Aviation Community Saddened by the Sudden Death of John Reeder

John Reeder, president of Twin Falls' Reeder Flying Service, passed away suddenly last March. John was an active member of the business and aviation communities, continuing the legacy of his father, Charles Reeder, who began Reeder Flying Service in 1941. He and his brother, Charles, bought Reeder Flying Service from their father in 1976. As the Twin Falls Area Chamber of Commerce 2009 Person of the Year, John was acknowledged for his vision, foresight, and vast experience while adapting their fixed-base operation to a rapidly changing industry.

A good friend and an aviation leader, he will be sorely missed.



John Reeder

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tuasafety.gov



Runway Safety...the discussion continues...

By: Frank Lester
Safety/Education Coordinator

Runway safety is one of those issues that never seems to go away. Like the neighborhood stray we would prefer not to deal with, it continues to lurk in the hidden recesses of the airport, waiting to surprise an unsuspecting pilot. But runway safety is an issue that each of us must embrace and understand. It affects all of us.

The paragraphs below include recent and imminent FAA procedural and phraseology changes, as well as comments from two tower controllers about problems in their areas of operation.

Explicit Runway Crossing Procedure Change - Beginning June 30, 2010, controllers are now required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route.

- “Taxi to” will no longer be used when issuing taxi instructions to an assigned take-off runway.
- Instructions to cross a runway normally will be issued one at a time. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued. Exceptions may apply for closely spaced runways.
- This applies to any runway including inactive or closed runways.
- Changes will also be made to the AIM and AIP to reflect the new procedures.
- Never cross a hold line without explicit ATC instructions.
- If in doubt ASK! Reminder: You may not enter a runway unless you have been instructed to cross or taxi onto that specific runway; you are cleared to take off from that runway; or you have been instructed to position and hold on that specific runway.
- For additional information, go to <http://www.faa.gov/go/runwaysafety>.



Idaho Falls Tower From Taleesha Hillman, Idaho Falls Tower Manager

Taleesha Hillman, Idaho Falls Tower Manager, asked that I pass along her concerns about several issues the tower controllers are facing at the Idaho Falls airport. It is important to note that her comments are appropriate to any Class D airport.

1. Runway exit procedures: Pilots (transient, local, general aviation and commercial) are exiting the runway and taxiing without contacting Ground Control for taxi instructions. A real hazard when visibility is limited, if you are asked to remain on tower frequency or contact ground for taxi instructions when exiting the runway, cross the hold line, stop and ask, then wait for further instructions.

2. Radio transmissions: Proper radio terminology is lacking at Idaho Falls. A controller would prefer that a pilot's initial radio transmission include the model of aircraft; i.e., Skyhawk or Bonanza instead of Cessna or Beech. For a tower such as Idaho Falls (non-radar) we base our pattern and

sequencing on the information given by the pilot. There is a big difference between a Skipper and a King Air or a Cessna 150 and a Citation.

3. Requesting taxi instructions: We (Tower) must positively identify an aircraft prior to issuing taxi instructions. We often receive taxi requests from aircraft inside or behind a hangar. Move to an area where we can see you before requesting to taxi.

4. Common Traffic Advisory Frequency (CTAF) operations: Pilots are not self-announcing on the tower frequency (CTAF) when the tower is closed. Although our runways do not intersect, the flight paths for runways 02 and 35 do. There have been several instances where aircraft have taxied and departed without any transmissions on CTAF. In the worst case, two aircraft not self-announcing on CTAF and simultaneously departing runways 02 and 35 could have disastrous results. The same is possible for approaches to 17 and 20.

See Runway Safety
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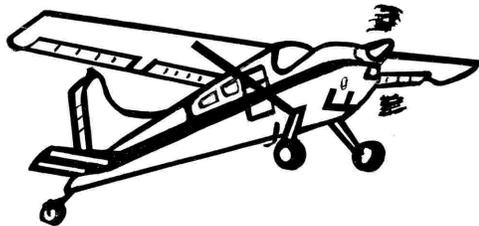
- Runway end elevation differentials at select backcountry airports,
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- AWOS, ASOS frequencies added,
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On Final at Soldiers Bar



Caldwell Celebration of Flight 2010

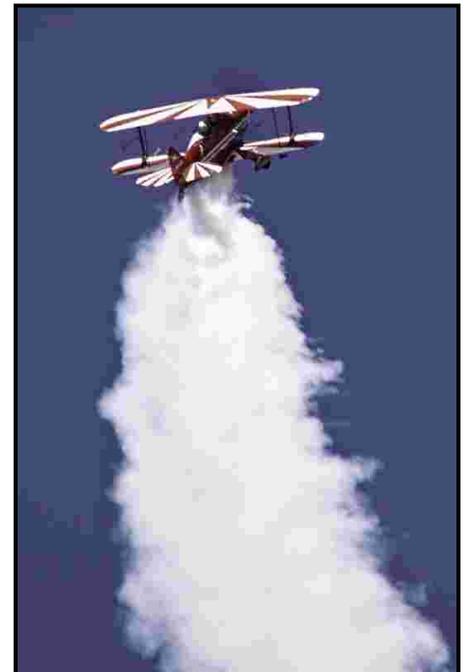
By: Mark Peterson

In spite of some mixed weather during the week, a sunny and mild June Saturday greeted the Celebration of Flight Air Show at the Caldwell Airport. Visitors were treated to an excellent display both on the ground and in the air. The National Guard brought helicopters, tanks, and A-10 Thunderbolt IIs, adding to an already varied selection of aircraft and classic cars for the attendees' pleasure. Cessna and Kitfox aircraft companies each brought two new aircraft for the crowd to view and enjoy.

Ed McGinty's and Eric Cornell's narrations, along with music by Michael Roman of Rocky Mountain Audio Visual, underscored an outstanding air show designed by Bob Finan. Most unique about the Celebration of Flight Air Show 2010 was that every aircraft,

and all but one pilot, were based within 20 miles of the Caldwell Airport. It was truly a Treasure Valley community affair. The volunteer organizing committee worked long and hard to bring this event together.

Paul Janes began the festivities on a high note by parachuting in with the American flag, all in concert with the Faithful Men's National Anthem. Fly-bys and aerial demonstrations were the order of the day with Bob Finan in a Pitts biplane and an RV-4; Scotty Crandlemire in his Pitts biplane; Mark



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Caldwell
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Kamiah (S73) Fly-In
September 11, 2010
7:00am - 11:00am



*Free camping (dry, no power, porta-poties)
*Aviation fuel for sale

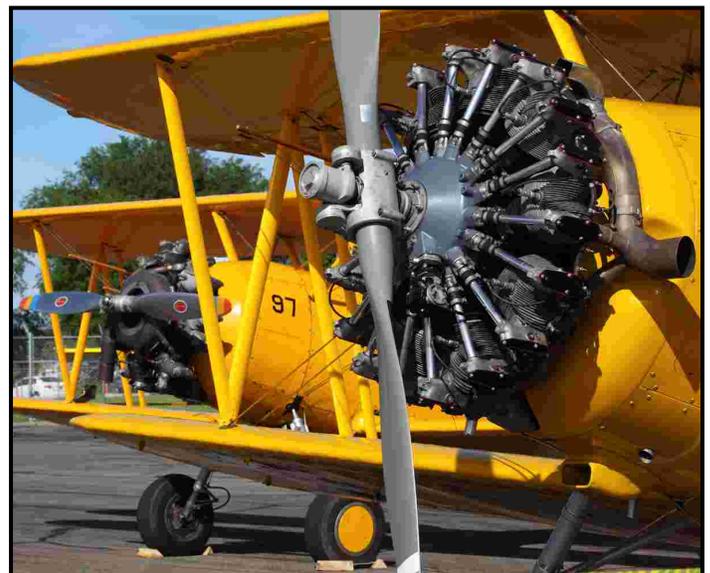
Presentation on Wings Program & 'hot issue' of Johnson Creek
by Frank Lester
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Contests and prizes!
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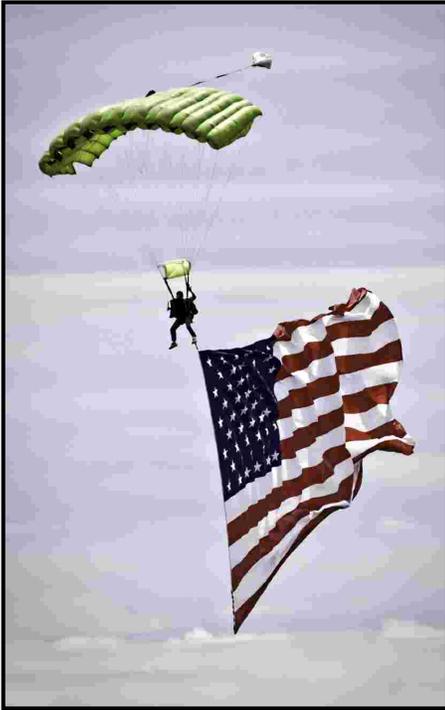
Contact CVAC at (208) 935-0089 for more information
www.wunderground.com/wea/therstation/WXDailyHistory.asp?ID=KIDKAMIA2



Caldwell

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Peterson in his P-51 Mustang and Alpha Jet; and Rick Drake, Bob Alexander and Jeff DeMure in a formation of T-6 Texans. John-Curtiss Paul and John Hinton flew the Warhawk Museum's



P-40s in formation and then engaged in a mock dog fight for the crowd's enjoyment. Mike Reed demonstrated the performance of his very rare Harmon Rocket III and finished by racing a Corvette ZO6 along the runway. Ed McGinty took time off from his announcing duties to demonstrate the short field and slow flight capabilities of the Super Cub, and Lynn Nowotny

of Silverhawk Aviation Academy flew the Robinson R44 helicopter. The Idaho Air National Guard demonstrated their battle-tested A-10 Thunderbolt II, affectionately known as the Warthog.

All in all, the Celebration of Flight 2010 was an outstanding success for the community, the spectators, and the performers. Thank you to everyone who attended the show and to all the volunteers who made it possible.

Caldwell Celebration of Flight 2010
photos courtesy of Jim Raeder



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The Color of Aviation: Joe Corlett...Wilderness Within Reach

By: Frank Lester
Safety/Education Coordinator

At the early age of thirteen, Joe Corlett had the rare opportunity to make his childhood dream of flying a reality. He made a deal with his father to trade his risky motorcycle riding for a more suitable and safer mode of transportation...an airplane. His passion eventually developed into a lifetime career in aviation.

Nowhere is his passion more apparent than in his unfettered dedication to preserving our aviation heritage and sharing it with others. A long-time member of the Idaho Aviation Association, Joe has given many an hour to work parties to maintain our remote airstrips. When the Idaho Airstrip Network was formed to promote cooperation among the many agencies and organizations having a vested interest in our many mountain airstrips, Joe was involved. Anytime an opportunity to promote aviation as a career among our youth affords itself, Joe is there. In all the years I have been in Aeronautics, I cannot think of one



Sulphur Creek 2007

time when Joe has missed the opportunity to fly as part of our Aviation Career Exploration (ACE) Academy for high school students. But the pinnacle of his work, the zenith of his passion is most markedly demonstrated in one program...Wilderness Within Reach.

In the late 1980s, the Idaho aviation community initiated a pilot-awareness

program to not only reduce our impact on the wilderness, but also demonstrate to those beyond our community the importance of aviation within the wilderness. It was during this effort to reach out to those who don't fly, that the presence of a very large segment of Idaho's population, one that is physically unable to access the wilderness, took center stage.

The idea of free and unencumbered access to the wilderness and remote areas of Idaho by all was heartily endorsed by Idaho pilots and air taxi operators alike. Eventually, that idea evolved into Wilderness Within Reach, and because of Joe, it became a reality for many who never dreamed it possible.

Wilderness Within Reach is designed to demonstrate that airplanes can be good neighbors and can provide opportunities for people with special needs. Every year, beginning in January, and for seven months, Joe organizes the event, coordinating everything including meals, activities, lodging, airplanes and pilots. In a 2005 article Joe said, "It is



Joe in the early days.

See Joe Corlett

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Joe Corlett

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a good way for me to share my love of flying and experience it with a great bunch of people; it also helps me recognize that I do not need to complain about my aches and pains.”

“His contributions to this program are what distinguish him from other Idaho pilots,” said one of Joe’s contemporaries. Joe soft-pedals his part in all this; but talking to those who have volunteered to help, a different picture begins to emerge. Admired for his achievements in this selfless endeavor, not one volunteer would turn down the opportunity to help if asked, and most don’t wait for an invitation.

In 2005, Joe was selected as one of Boise Parks and Recreation’s Volunteers of the Year for his work with AdVenture, an adaptive program for people with disabilities and a partner with Wilderness Within Reach. Selected for his “...unbounded generosity and hard work,” the award was created to honor the dedication and commitment of the Department’s many volunteers. One of the most



Joe today with grandchildren Aiden and Avery.

popular programs that AdVenture offers is Wilderness Within Reach.

Now in its twenty-first year, it has come a long way from those early visits to Chamberlain Basin and Sulphur Creek. This year was especially satisfying as the event was dedicated solely to our veterans. For the first time, eleven of

Idaho’s veterans were able to experience two days of the beauty and serenity of Sulfur Creek Ranch. Joe’s passion and dedication, supported by volunteer pilots, air taxi operators, and staff, ensured that this became an incredibly memorable weekend for the veterans, guests, and volunteers alike. “As often happens with this kind of experience, those who thought they were giving, received even more in return,” one of the volunteer pilots commented. A shared emotional reverence echoed among all who participated, as they witnessed the deep gratitude and sincere appreciation expressed by these American warriors.



Johnson Creek 2005

As aviation moves into the future, its face has subtly begun to change. The days of the barnstormers, where visionaries challenged the vast expanse of unknown potential lying before them, have long passed into the dusty archives of history. Today, and into the future, as we search for new horizons, we need to look no further than our own passion. How that passion becomes a useful and benevolent servant is our challenge; our vision. Those who have met that challenge, like Joe Corlett and Wilderness Within Reach, continue to define that vision.



Calendar of Events

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

SEPTEMBER

- 8/28-9/5 **Sun Valley Paragliding** operating in Stanley, Smiley Creek, Mackay, Challis, Trail Creek and Copper Basin. Mike Pfau, 208-721-0897
- 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
- 11 **Kamiah (S73) Fly-In Breakfast**, biscuits & gravy, hashbrowns, eggs, sausage - \$5. 7:00 am - 11:00 am. Free breakfast ticket to each pilot flying in. Spot landing, flour bombing, Young Eagles events, Fun for Everyone! 100LL available. Clearwater Valley Aero Club, 208-935-0089
- 15-19 **Reno Air Races**, www.airrace.org
- 20 **FAA Wings**: "Why'd they fix it...if it ain't broke?" Safe Pilot Seminar, Twin Falls, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 22 **FAA Wings**: "Why'd they fix it...if it ain't broke?" Safe Pilot Seminar, Sandpoint, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 25 **EAA 328 Air Fair 2010**, Lewiston (LWS). Pancake breakfast 7:30 am. Aircraft displays and rides, barbecue your own at EAA hangar, camp with your plane, restrooms and showers available. Wes Rash, 208-883-4337
- 27 **FAA Wings**: "Why'd they fix it...if it ain't broke?" Safe Pilot Seminar, Lewiston, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 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@mountaincanyonflying.com

OCTOBER

- 9 **Murphy Breakfast Flight**, Top Fun Flyers, Steve Clements 323-1585
- 15-16 **Flight Instructor Refresher Clinic**, Pocatello Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 23 **Emmett Day Fun Fly**, Top Fun Flyers, Steve Clements 323-1585

NOVEMBER

- 7 **Veteran's Breakfast**, Warhawk Air Museum, 201 Municipal Drive, Nampa, Sue Paul, (208) 465-6446, suepaul@warhawkairmuseum.org
- 7 **Veteran's Day flight**, Top Fun Flyers, Steve Clements 323-1585

DECEMBER

- 7 **Pearl Harbor Day**, Warhawk Air Museum, 201 Municipal Drive, Nampa, Sue Paul, (208) 465-6446, suepaul@warhawkairmuseum.org

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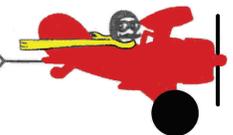
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Runway Safety

Continued from page 6

5. Pattern entry instructions: At non-radar facilities like Idaho Falls, accurate position reports and compliance with entry instructions are imperative. Position reports allow tower controllers to identify traffic that may be in conflict. After the initial call and entry instructions, if the pilot is better aligned for another runway or prefers a base entry in lieu of a downwind entry, ask FIRST! If we are able to accommodate your request, we are happy to do so; however, unless the pilot requests otherwise, we are issuing traffic and sequencing based on the original position report and subsequent tower instructions. It is every controller's nightmare to have an aircraft show up in the pattern at a different position than anticipated and be on a collision course with another aircraft.

6. Runway headings: Idaho Falls' runways are 02/20. These combinations and others such as 13/31 are a constant source of confusion. Without radar, until we can see an aircraft, we are unable to judge if it is on a collision course with another aircraft. A left downwind for runway 02 is very different from a left downwind to runway 20. There have been instances where we have launched an aircraft off one runway only to have an inbound aircraft report final in the opposite direction for the wrong runway.

7. Practice Approaches: We do **A LOT** of VFR practice instrument approaches at Idaho Falls, primarily because we have the back course approach to runway 02. It is convenient

for pilots to fly an approach to one runway and then proceed out for an approach to the opposite runway. While this is convenient for the pilot, it will put them opposite the normal flow of traffic. However, the danger most often occurs when pilots forget to report an assigned reporting point (i.e., Final Approach Fix (FAF) inbound). Again, without radar, we won't know that they have forgotten this important transmission and are inside the FAF until they are visually acquired by the controller, at which time we may have cleared an aircraft to depart, headed right for them.

View from the Boise Tower From Kevin McDonald, Front Line Manager BOI ATCT

Boise tower has a well established safety record, a result of the extensive training necessary to achieve Certified Professional Controller status and a management philosophy that emphasizes excellence. This is not to suggest that we do not make mistakes...as humans, we do. We would also be remiss if we did not acknowledge that much of our success is the result of the cooperation and support of an excellent community of skilled and professional pilots.

Clear and concise communications are fundamental to safe and precise air traffic control. Ambiguity and miscommunication can jeopardize safety. Therefore, it is necessary that air traffic phraseology be clearly defined and standardized. You, as pilots, can help reduce the potential for error by using correct phraseology and by reading back all controller instructions. For

example, if we clear you to "hold short," by regulation we must receive a "readback" from you, which includes your call sign and the hold-short instruction. Without it we must persist in our request until the appropriate

language or "readback" is received. Help us, help you! Air traffic control is a team effort, and pilots and controllers must work together to ensure safety.

In September, the FAA will implement new phraseology. Specifically, "position and hold" will now become "line up and wait," bringing the United States into compliance with International Civil Aviation Organization (ICAO) standards. This terminology is currently standard in most areas of the world. However, it is important to note that the clearances "hold in position" or "continue holding in position" will continue to be used once an aircraft is cleared onto the runway or is in the hold position. As with all things related to air traffic control, if in doubt, ask! With your patience and cooperation, we will make this a seamless transition.

Here at the Boise Tower and TRACON, we take pride in providing the best possible service to you, the customer. Please do not hesitate to take advantage of the services we provide. We are here for you! Please remember those words and feel free to provide us feedback on our performance. Customer service is our only product.

In closing...

An area that seems to be creating serious confusion between controller and pilot is the request by tower to report a base entry: More specific as Taleesha pointed out in a question she received from a local pilot, "When ATC tells me to report 4-mile right base, is that 4 miles from the centerpoint of the airport (GPS), 4 miles from the approach end of the runway, 2 miles to fly to intercept a 2 mile final or 4 miles to fly to intercept final?"

It is interesting that a controller would be asking me that question, but it is very indicative of the lack of FAA guidance for either pilots or controllers. I found nothing in the FARs or AIM addressing the issue. I asked Gordon Stewart, Boise Tower Manager, if there was anything in their controller

See Runway Safety

Continued on page 17

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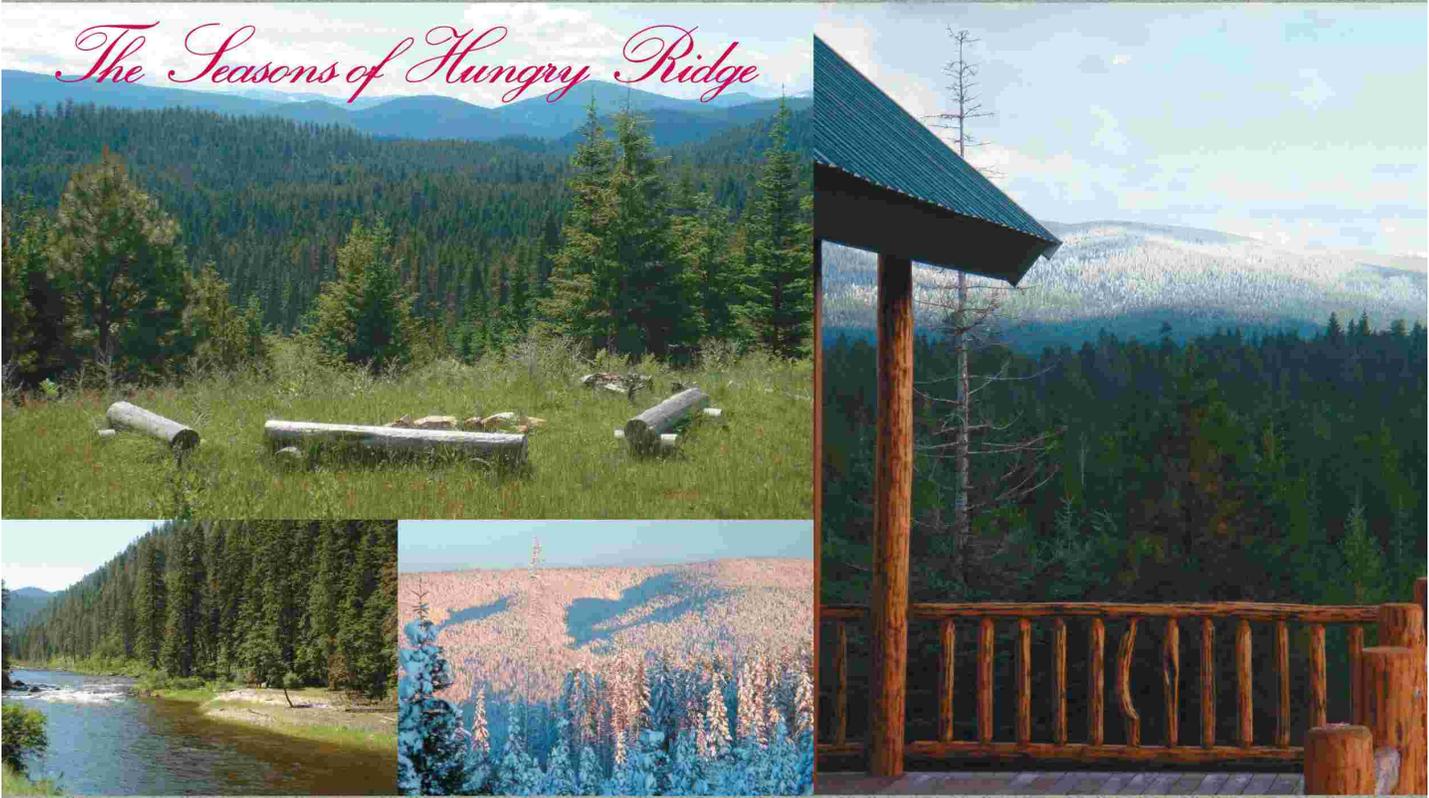
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Reed Ranch

Continued from page 1

Idaho Division of Aeronautics applied for a special use permit in 2007, receiving final approval in June, 2010.

The actual airstrip was purportedly built by Civilian Conservation Corp (CCC) workers in 1934 to serve a nearby road construction camp. Division records show that Brown's Tie and Lumber Company applied to the Department of Commerce, Civil Aeronautics and Transportation, for official designation as a private airport open to the public in 1950. And...the rest is history.

The Reed Ranch Airstrip is the 31st backcountry airstrip maintained by the Division of Aeronautics. The U.S. Forest Service owns another 22 airstrips, and about a dozen more are privately owned but open for public use with prior permission.



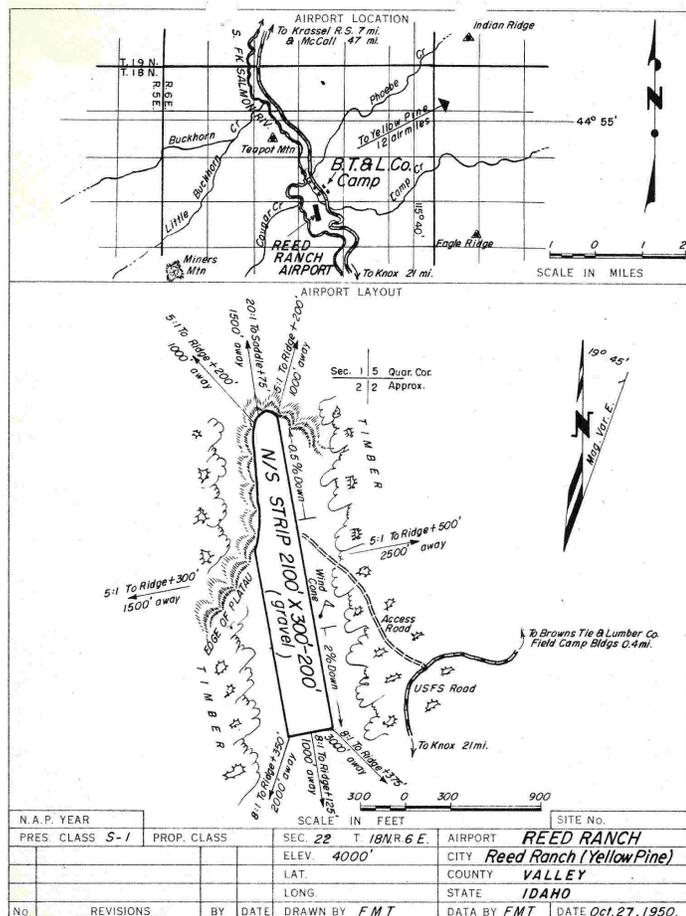
Aero's Mark Lessor breaks the tape for the first "official" landing.
Photo by Mark Hall

Aeronautics received enormous support from the aviation and transportation communities including the Idaho Aviation Association (IAA), the Idaho Airstrip Network (IAN), the Recreational Aviation Foundation (RAF), and the Idaho Transportation Board. This support was demonstrated by the guests attending the commemorative opening: State Representative JoAn E. Wood, chairman of the Idaho House Transportation and Defense Committee;

for the United States Forest Service; Jim Davies, current IAA president; and Larry Taylor, past IAA president and current IAN coordinator.

We hope you will take the time to visit our newest getaway and enjoy the beauty that defines the south fork of the Salmon River.

Editor: Information for this article was gathered from *For Better or Worse... The Legacy of William "Deadshot" Reed*, by Kathy Dienhardt Hill, Big Mallard Books, publisher; *Aviation History of the Central Idaho Wilderness*, by Jim Larkin, Bud Filler, and Others, edited by Peter Preston, Heritage Program, Payette National Forest; *An Outline of the Cultural History of the Frank Church – River of No Return Wilderness, Administered by the Payette National Forest*, by Peter Preston, Heritage Program, Payette National Forest.



Original 1950 airport facility sketch.



Photo by Richard Klein



Carey Fly-In

By: Carol Strong, EAA Chapter 407

May 15th was a beautiful day for a fly-in at Carey. Everyone, families and plane enthusiasts alike, gathered together at the Carey Airport for a great breakfast of scrambled eggs, bacon, sausages, pancakes and a fabulous day of flying and fun. There were a lot of hungry folks and everyone was talking about the planes landing.

Local and out of town families brought their kids to participate in "Young Eagles," a program sponsored by the National Experimental Aircraft Association (EAA) for girls and boys between the ages of 8 and 17. The kids got to fly in a plane and received a certificate signed by the pilot and the President of Young Eagles. Over 120 kids took advantage of this exciting opportunity!



Photos courtesy of Carol Strong

More than 40 planes flew into this nice grass strip just on the edge of town. There were also two giant helicopters that flew in, and the kids were able to climb in and check them out. It was a chance for all to walk around and tour the colorful planes.

The sky was blue and clear, the sun was warm, and every face had a big smile! What a great way to spend a Saturday morning, flying and learning all about airplanes. Although the festivities ended and the planes departed for home around noon, we excitedly discussed next year's fly-in!

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"I am a Young Eagle!"



Idaho 99s Northwest Section Meeting

Runway Safety

Continued from page 13

The Ninety-Nines 2010 Northwest Section Meeting will be hosted jointly by the Idaho Chapter and the Eastern Idaho Chapter of the Ninety-Nines, September 9th -12th in Boise. Women pilots and their guests or women interested in aviation on any level are invited to attend the Friday and Saturday evening events.

Friday night's social with cocktails and appetizers will be held at the Nampa Airport from 5:00 to 7:00 pm. The guest speaker is Lt. Col. Kathy Hughes. Cost is \$22 per person.

Saturday night's banquet will be held at Café Ole in downtown Boise at 6:00 pm. The guest speaker is Teacher/Astronaut Barbara Morgan. Cost is \$33 per person.

The Idaho 99s met Lt Col Kathy Hughes, USAF, M.D. when she became the flight surgeon for the Idaho Air National Guard, pioneering the unique role of A-10 pilot-physician and flying seven different aircraft for the Air Force at Mt. Home AFB and the Idaho Air Guard. Kathy moved on to become the Senior Medical Officer/Pilot on exchange with the Royal Air Force in the UK where she flew the Hawk aircraft in clinical and flight equipment trials. A highly decorated command pilot and senior flight surgeon with over 3,000 hours, she is one of the Air Force's few pilot physicians.

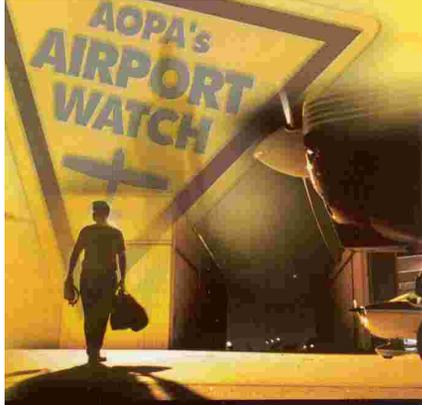
Teacher and Astronaut Barbara Morgan, one of Idaho's own, was selected as the backup candidate for the Teacher-in-Space Program in 1985. In 1998, Barbara became an astronaut mission specialist spending 305 hours in space on the Shuttle Endeavor, serving as loadmaster, robotic arm operation, and flight deck crew member. Join us to learn about her "out of this world" experience.

To make your reservations make checks payable to **Idaho 99s** and mail to **630 S. Tiburon Ave. Meridian, ID 83642**. Payment must be received by September 1st. For more information contact Gene Nora Jessen, 208-855-0553, or Gnjflyer@aol.com.

**The Ninety-Nines Organization of Women Pilots promotes world fellowship through flight, provides networking and scholarship opportunities for women and aviation education in the community and preserves the unique history of women in aviation.*

regulations. He replied, "Excellent question!", but noted that there wasn't anything in their regulations either. He did say that it is continually being discussed among controllers and will be discussed again in their next training meeting. He thought that a distance from the center of the airport was the most accepted controller definition, but further commented that the use of landmarks for reporting points would probably be more accurate than the ambiguity of estimated distances. I certainly agree with his remarks. However, I know that personally, if I were asked to report a 4-mile base entry, I would use (approximate) a 45-degree angle from the end of the runway at 4 miles.

Whatever you choose to use, realize that until official guidance is provided, potential confusion and potentially dangerous conflict is lurking just around the corner...and the discussion continues.



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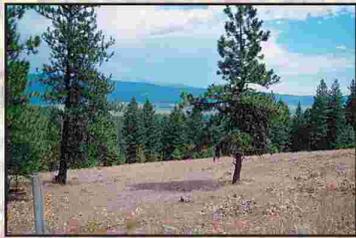
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AIRCRAFT REGISTRATION Maximum fee - \$200.00

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 (Example: 1500 max cert. gross weight = \$15.00)

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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"/>		

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