



Meteorological Test Towers – the Invisible Threat

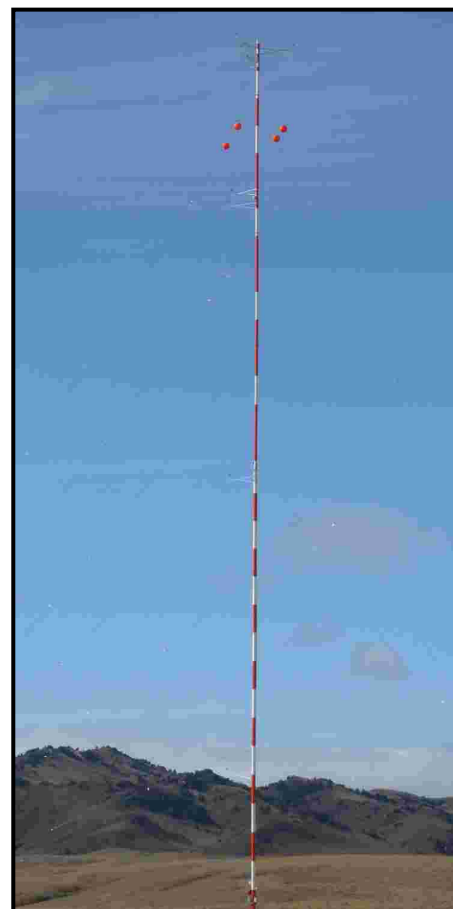
By: **Mark Lessor,**
Aviation Technician

Aviators in Idaho have had several years to get used to sharing the skies with the blossoming wind turbine industry. Pilots typically become aware of turbine farms through local news reports, updates in the Rudder Flutter, or by noticing a new obstruction symbol on a just-purchased sectional chart. The sheer size of the turbines and the numbers that comprise an average wind farm make them reasonably easy to avoid in VFR conditions.

The Division of Aeronautics has recently been made aware of a hazard that precedes the construction of the 400 to 500 foot high turbines. Proponents of wind farms evaluate

particular sites for wind energy generation potential by installing "meteorological test towers." These structures typically remain at a site for a full year, gathering wind speed, direction, temperature, and other information. The collected data then allows a landowner and turbine company to make an educated decision regarding the potential of a specific site.

Meteorological test towers have two characteristics that make them a threat to aircraft legitimately operating below 200 feet AGL (i.e. aerial applicators, fire fighting aircraft, game survey flights, and predator control). One is their physical size. Though they reach the same height as the more plentiful cell phone towers, they are slimmer in



diameter, rarely exceeding 36" at the base. If not marked, they are difficult to spot depending on light conditions

See Invisible Threat

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Flying is a family affair for retiring Aeronautics Board member Bob Hoff

By: ITD Transporter Staff

For someone whose roots are firmly planted in eastern Idaho soil, Bob Hoff has spent a lot of time in the clouds.

A 50-year veteran of flying, Hoff was honored in January for his contributions to ITD's Aeronautics Advisory Board and his commitment to aviation in Idaho. He joined the advisory board in 1995, but after 14 years, Hoff decided to step down and hand the controls to Chip Kemper, of Rigby.

To say flying is a family passion doesn't do justice to the lineage of pilots that share the Hoff name: Bob's father,

Mark, earned his pilot's license in 1938 at the age of 46, as did his mother, Onita, in 1948. Brothers James, Dick and John are all pilots, as is sister, Marilyn. His wife, Jane, earned her pilot's license 20 years ago. Son, James, keeps the three-generation tradition alive as a licensed pilot.

Who's left? Well, there are two granddaughters, one of whom is 13 and waiting in the wings, one grandson and another on the way.

Jane, who had been involved in aviation since saying "I do" at the altar decided to join the rest of the family aviation tradition in 1990. "I finally bit the bullet," she admits. Although capable behind the controls, she prefers to serve as Bob's co-pilot on most of their flights.

If pressed, Bob could provide most of his family members with a plane and create his own Air Force. He has been collecting vintage airplanes "since before some of them even became vintage," he explains.

Most of his collection resides either within the expanse of his new 30,000-square-foot hangar at the Idaho Falls Airport or on the family's Century Farm. It includes a 1939 Beechcraft "Staggerwing," purchased nearly four decades ago. The high-performance aircraft with a unique wing design seats



Chairman Manning, Aeronautics Administrator JV DeThomas, Jane Hoff, Bob Hoff, Aeronautics Board Chairman Rodger Sorensen, ITD Board Member Lee Gagner. Photo by Steve Grant

five, cruises at about 190 miles per hour and has a range of about 1,400 miles. The remainder of his collection includes:

- A 1941 Stearman
- A 1948 Beechcraft, Twin Beech
- His parents' Cessna 120
- A 1953 Cessna 180
- Two 2007 Huskies (Aviat) planes, and along with a partner...
- A Douglas A4 Skyhawk



Beechcraft Staggerwing

"All of my aircraft have flown and could fly again," Bob reportedly told Rodger Sorensen, chairman of the Aeronautics Advisory Board.

See Bob Hoff
Continued on page 3

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.



2009 Highlights and Plans for 2010

By: Sandi Bills

Well, we completed most of the ambitious projects planned for 2009. We finished the Compass Rose at the Idaho Falls Airport/Fanning Field back in September. Weather proved to be our largest obstacle to completing the project, which had begun in 2008.

A Flying Companion Seminar was held in November at the AvCenter hangar in Idaho Falls. The participants, speakers and food were all fantastic.

Thank you to Dennis Partridge, Kathleen O'Brien-Powell, Terry Ross, Lisa Pierson, and John Bakken for generously donating their time and knowledge, and making the event so successful. Hopefully through the efforts of our fine presenters we have ensured that there will be fewer "white knuckled" flying companions in the air.

Future plans include: setting more pavers at Howe International, our annual

Victor winter weekend in February, refreshing the Compass Rose at Pocatello, and helping the Idaho Chapter of the 99s with the Northwest Section Meeting in the fall of 2010.

For more information about the Eastern Idaho 99s and how to join our group's fun flying activities, contact Sandy Storhok at ssorhok@gmail.com or Sandi Bills at billslpc@msn.com

Bob Hoff

Continued from page 2

"That means he hasn't crashed very often," said Transportation board member Lee Gagner, who summarized Hoff's aviation history during his retirement ceremony.

Hoff's roots run deep in eastern Idaho soil. His great-grandfather purchased land and began farming near Idaho Falls in 1903. The diversified operation produces potatoes, wheat, alfalfa and peas. It was designated a Century Farm in 2003 in recognition of 100 years of continuous farming in the same family. Oldest son James now operates the farm.

Bob branched out of the farming business in 1984 when he established Aero Mark Inc., an aviation business that later became a Fixed Base Operator (FBO) for the Idaho Falls Airport. Hoff also sold Aviat Husky airplanes that are well suited for backcountry flying and wildlife inventories.

He completed construction of a 30,000-square-foot FBO hangar about a year ago and recently opened an attached 12,000-square-foot lobby and office area. He rents hangar space and continues to serve large "transient" jet aircraft and private general aviation. The facility is Idaho's largest FBO hangar.

Hoff's service extends beyond aircraft and flying. He has served on the Bonneville County Planning and Zoning Commission (nine years and one as chairman), the Idaho Farm Bureau, the Idaho Falls Museum board, and a number of other Bonneville County committees and boards. Hoff also continues as a member of the Staggerwing Museum Board (now Beechcraft Heritage Museum).

During his tenure on the Aeronautics Board, Hoff developed a sincere appreciation for the role aviation and airports play in Idaho's economy.

"I've always said there's an analogy between airports and communities. They go hand-in-hand. If you have a thriving airport, you have a thriving community," he insists. "The first and last view that investors have of Idaho is often from the air."

"Idaho is 'very unique' because of its extensive network of state-operated backcountry airstrips," Hoff said. Only Alaska compares in terms of aviation related to tourism and recreation.

"We have the crown jewel in that box," he says. "We've been very lucky in that virtually every (gubernatorial) administration has recognized the uniqueness of our airstrips and airports. We have to work all the time to keep that up."

"JV (DeThomas, Aeronautics Division Administrator) and his staff are doing a great job. We're pointed in the right direction and are flying at the same RPM."

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Radio Chatter

By: Frank Lester
Safety/Education Coordinator



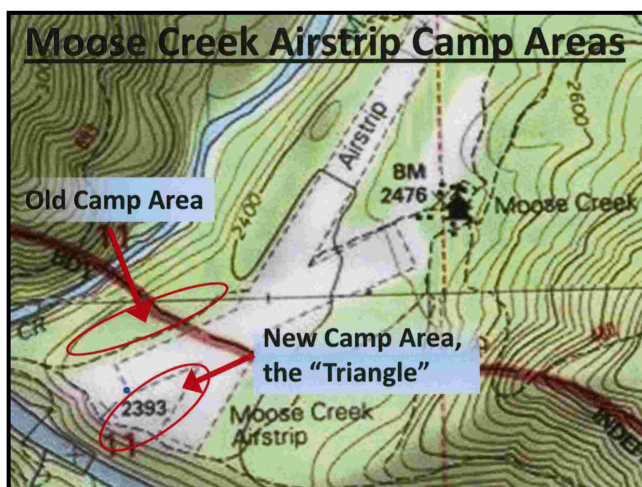
February AOPA Pilot Article, "Saved by a Satellite"

An article appeared in February's edition of the AOPA Pilot, recounting the crash and subsequent rescue at Simonds last summer. One comment in the article drew several questions and comments from Idaho pilots about Aeronautics' alleged response during this incident. I would like to quote a paragraph from the response I submitted to AOPA that specifically addresses those concerns:

"...I have received comments about our willingness, or apparent

lack thereof, to assist in the rescue effort at Simonds. It is essentially true that the Division of Aeronautics "performs only searches, not rescues." True, but oversimplified. The distinction is not the result of bureaucratic inaction or apathy, but is directed by statute. Aeronautics is responsible for coordinating the aerial search for missing and overdue aircraft within Idaho. The county sheriff is responsible for coordinating all ground searches including the rescue or recovery of those involved in an aircraft accident. However, both agencies work in concert regardless of statutory responsibility and depend heavily on a network of volunteers to conduct SAR operations. Aeronautics specializes in organizing searches for missing or overdue aircraft. Any attempt by the division to conduct ground rescue or recovery would quite possibly delay the response from more qualified ground SAR organizations."

If you receive any notice of a missing or overdue aircraft, regardless of method, and aren't sure who to contact, call Idaho State Communications (800-632-8000 or 208-846-7600) and tell them you wish to report a missing or overdue aircraft. Aeronautics will be contacted and we will ensure that the proper authorities are notified.



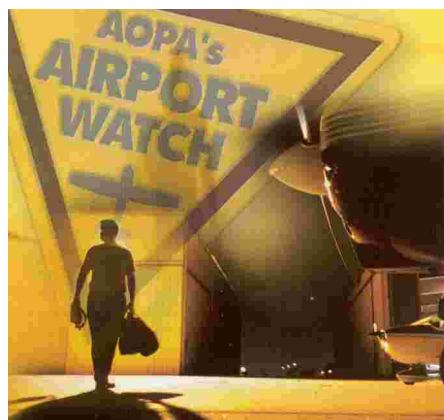
Changes to Camping at Moose Creek Airstrip

According to the Forest Service, falling trees damaged by naturally-occurring root disease and stem decay have created a hazard in the current camping area at Moose Creek Airstrip. As a result, beginning this Memorial Day weekend, campers will be encouraged to use a different, safer location. The new location, unofficially nick-named the "Triangle," is located in the stand of Ponderosa Pine between the west ends of the two runways. This stand of pine is relatively young, open, shady, and flat with suitable places off the runways for aircraft parking.

The two outhouses currently located in the old camp area will be

See Radio Chatter

Continued on page 5



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Radio Chatter

Continued from page 4

removed and two new outhouses will be installed in the "Triangle." The five picnic tables and fire rings in the old camp area will be removed, and the area will be naturalized. The existing bulletin board and registration box will be relocated as well. Five new folding, portable picnic tables and portable fire pans will be available on loan from the Moose Creek Ranger Station for use in the new camp area. Five sturdy and campfire-friendly portable fire pans will be placed in the Triangle for visitor use. However, visitors to the camping area are also encouraged to bring their own portable picnic table.

The objective, according to the Forest Service, is to provide visitors with an enjoyable, safe camping experience while protecting the Wilderness character and continuing to serve as a portal for Wilderness-dependent activities.

Joe Hudson, Moose Creek District Ranger, has asked for your cooperation. Although the old camp area will not officially be closed, Ranger Hudson has requested that campers give the new area a try and discontinue using the old area. As the summer season progresses, use of the new area will be closely monitored. Feedback is welcome through either comment cards located on the bulletin board, or by visiting with staff at the Ranger Station.

A copy of the full report can be viewed at: http://www.fs.fed.us/r1r4/spf/fhp/publications/bystate/RI1Pub08-08Moose_cr_Haz_Tree_Eval.pdf

You can also contact Joe Hudson, Moose Creek District Ranger, or Suzanne Cable, Wilderness Program Manager at 208-926-4258 for more information.

Change to "Position and Hold" Clearance

According to a January AvWeb article, the FAA could soon implement a changeover from "position and hold" to "line up and wait," to conform with international phraseology standards. If approved, the new terminology could be implemented as soon as this summer.

MONITOR GUARD FREQUENCY 121.5!

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Note your altitude, location and time**

and

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

The entire article may be viewed at: http://www.avweb.com/avwebflash/news/PositionAndHoldChangeExpectedSoon_2018301.html

Conflicts at Wilson Bar

Stan Siewert brought the following to my attention some time ago. We looked into the situation but have found little recourse except to advise the Forest Service of this conflict since it is their airstrip. However, I offer his comments to alert those pilots flying into Wilson Bar from fall to spring.

A C182 pilot, already on the airport when I arrived, reported that a 4-wheeler showed up on the runway while he was on landing rollout. The west gate, which limits motorized traffic to Mackay Bar and was closed in early September, was now open (in October). There were 4-wheelers and occasional 4x4 trucks using the runway to move up and down the river canyon. This non-airplane traffic makes inspection of the airstrip prior to landing very important. It is imperative to scan not only the runway but also the nearby trails, since the runway could be clear during a flyover, but then be occupied by the time you are on

short final. This is not an easy field for go-arounds. The runway rises to the West and has trees at the end.

A call to the Red River Ranger district confirmed that the west gate is open during the non-permit rafting season, which is generally, fall, winter, and spring. There aren't any signs at the gate or on the airport warning wheeled traffic of landing aircraft. Unfortunately, the 4-wheeler operators fail to recognize the danger in which they put themselves and the landing traffic.

I think that if the runway was made less convenient to use as a road, the wheeled traffic would be more likely to use the road that parallels the runway. Obstacles, warning signs, or simply improving the adjacent road might go a long way toward keeping the runway clear.

Please heed Stan's words and pay extra attention during these months when landing at Wilson Bar. If enough of you contact the Forest Service to express your concern, maybe some changes will be made. In the meantime, once that gate is opened, there is little to prevent wheeled traffic from taking the shortest distance to the river.



Continued from our last issue . . .

ELTs, Personal Satellite Trackers ...and YOU!

By: **Gene Bannister,**
Aerial Search Coordinator

Over the past year or so, Aeronautics has seen an increase in the use of Personal Satellite Trackers in aircraft, specifically the SPOT. Of concern is the increase in emergency alerts from these devices, which has led to some unexpected discoveries about the reality of their use in aviation. In the following paragraphs I will describe the use, benefits, and limitations of the SPOT Personal Satellite Tracker.

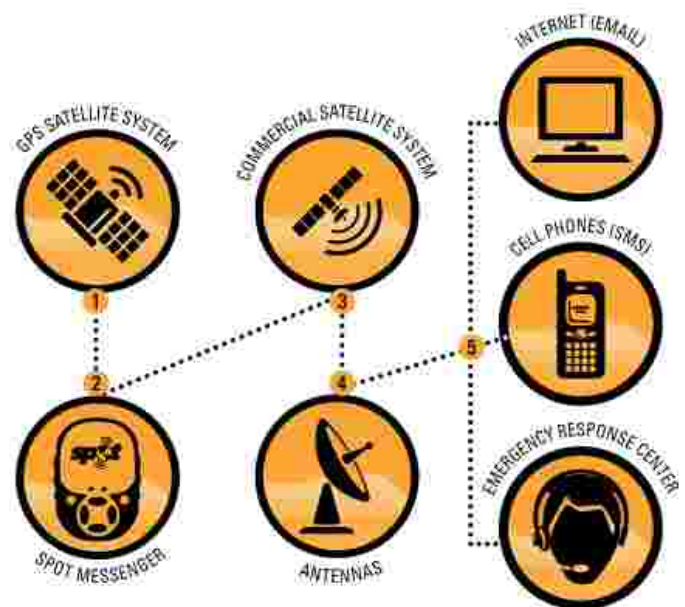
The SPOT is a hand-held personal tracking beacon that can provide emergency help when needed. With the push of a button, you can: advise friends and family that you are okay; allow others to track your progress; and ask for assistance in non-emergency situations. The SPOT uses GPS satellites to determine the user's location. The device's GPS chip sends its exact coordinates and a message via commercial communication satellites to the user's designated recipients by text message, email, or emergency notification from the Emergency Response Center (ERC) in Houston, Texas. The original SPOT has three buttons identified for emergency and non-emergency use. Those marked as

HELP and **OK✓** are primarily used for non-life-threatening situations.

The **HELP** button, when activated, will notify your chosen recipients of the need for non-emergency assistance. An example might be that you just landed at Johnson Creek and the tail-wheel of your Super Cub breaks off on roll out. While a bit distressing, and an event that would likely require some help, this does not warrant calling out emergency services. Activating the **HELP** button transmits a pre-programmed text message and/or email that is linked to Google Maps showing the user's exact location. Although you are not able to specify the problem, family or friends would know that a situation has occurred. However, after determining your location, it may prove difficult to communicate with you and send the required assistance.

As a check-in function, activating the **OK✓** button will notify your chosen recipients of your current location, and as with the **HELP** button, a pre-programmed message is sent via text message and/or email with a link to Google Maps. When activated, it also saves your location as a waypoint allowing you to review your route at a later time.

These functions can lend peace-of-mind to family and friends as you wind your way through the backcountry out of range of cell phones and radios. As an added enhancement, SPOT offers an optional subscription tracking service that will automatically send the user's GPS location to their SPOT account every ten minutes. This allows the user's progress to be followed in near real-



time by anyone given access directly to their account or provided a link in advance via email.

The third button, **9-1-1**, is used exclusively for life-threatening situations or other critical emergencies. When activated, the ERC in Houston is alerted and will immediately notify the appropriate emergency responders, and the user's primary and secondary emergency contacts, which the user designates through their SPOT web account. The unit will continue to send the distress signal every five minutes until the emergency is cancelled or the batteries are exhausted. Based on the user's geographic location when the signal is activated, the emergency responders notified are: local sheriff, Coast Guard, embassy or consulate. The ERC treats all activations as a real emergency, since they have no way of knowing otherwise. They will react accordingly by notifying all appropriate emergency responders, so it merits some careful consideration before pressing that **9-1-1** button. It should be a bona fide emergency and not a mere inconvenience brought on by inadequate planning.

See ELTs and PSTs

Continued on page 13





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The Color of Aviation:

Edward W. Stimpson

By: **Mike Pape, Aeronautics
Chief of Flight Operations**

***"The most effective advocate the
aviation industry ever had"***

In 2003, a representative from the National Business Aviation Association came to Boise to help organize a local group of pilots and similar aviation participants. The reason: to encourage participation in local issues affecting the industry, to network, and to enjoy the company of other idealists all trying to make money in aviation. The complimentary lunch was delicious, but by the time the meeting ended, I had been volunteered by some smart pilot to spearhead the entire effort. My apparent qualifications? "You're the biggest airport bum in Boise," I was told.

I asked a pilot friend for help with this assignment. He replied, "You better contact Ed Stimpson." "Who's Ed Stimpson?" I asked, and so began a relationship with one of the finest gentlemen I've ever met. Ed became my friend, mentor, and a true example of professionalism. We collaborated on issues, welcomed VIP's to Idaho, and shared a love of the backcountry. Never have I met a man who so thoroughly and justifiably received such deep respect from so many others. He had the ability to garner the attention of the most influential people in the country. Former Cessna Chairman Russ Meyer called Ed the most effective advocate our industry ever had. The chance to know him was a gift to me and to so many Idaho aviators.



was organized to foster and advance the general welfare, safety, interests, and activities of general aviation. This was by no means a simple desk job. For 25 years Ed led GAMA through its most difficult times. In the 1970s, fuel rationing and international squabbles over certification began threatening the industry. That decade was good practice for the threat to come. During the 1980s, the entire GA industry was on its knees due to recession and damaging litigation. Manufacturers ceased production of light aircraft partly as a result of onerous product liability suits involving older aircraft, some long out of production. Cessna had stopped production and Piper went bankrupt. General aviation was about to roll over and die.

It was Ed Stimpson, in perhaps his finest hour, who successfully lobbied Congress for relief by placing a limit on manufacturers' liability. His effort created the General Aviation Revitalization Act of 1994 (GARA), which placed a limited liability of 18 years from date of manufacture for an aircraft. GARA legislation essentially rescued an

See Edward Stimpson

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Ed was born in Bellingham, Washington, and after college graduation picked up a unique job: working as a guide at the 1962 Seattle World's Fair. His assigned guest was FAA Administrator Najeeb Halaby. Ed apparently made a very good impression because a few days after his visit, Halaby invited Ed to come work for him at the FAA in Washington D.C.

Ed worked with the FAA through the 1960s, and in 1971 was asked to lead the newly created General Aviation Manufacturers Association (GAMA). GAMA

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Invisible Threat

Continued from page 1

and background. Their other characteristic is the temporary nature of the installation. They are erected in a matter of days, then a year or eighteen months later they can be gone. To date, no accidents have been attributed to these towers in Idaho, although many pilots have “close-call” stories to relate.

This aviation hazard is unique in the sense that they are temporary in nature and are not currently evaluated



Yes, there is a tower in this picture.

by the State of Idaho or the FAA as obstructions to air navigation. Luckily, these skinny threats to aviators are bound to disappear once the industry has “built out” all suitable wind generation locations.

Wyoming, which has had more wind energy development than Idaho, has recently addressed this hazard with new legislation requiring that the structures be marked in a way that makes them visible during daylight hours from a horizontal distance of 2000 feet. Only meteorological test towers over 50’ high and outside of city limits are required to be marked.

The State of Idaho is currently considering adopting similar requirements for these test towers.

In the meantime, pilots conducting legitimate low-level flights must be mindful that an area they may be familiar with today, could change tomorrow, with no notice and very little, if any, obvious signs.

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Edward Stimpson

Continued from page 8

industry and our way of life. Cessna CEO Russ Meyer was so appreciative of Ed’s efforts that when the Cessna plant cranked up again, he painted ES tail numbers on the first 100 Skyhawks.

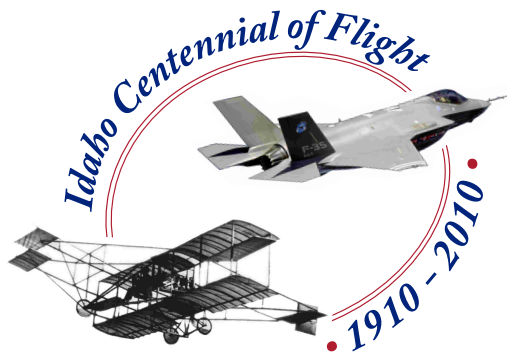
Ed began building roots in Boise in 1989 when he was hired as a lobbyist by Morrison Knudsen. Although his relationship with MK did not last long, his impact in Boise was remarkable. Many local aviation businesses were rewarded by his impact. Western Aircraft’s Al Hoyt tells a story that attests to Ed’s unparalleled networking ability. “I commented to Ed how much we’d like to become a Cessna Service Center,” he said. “In three days Ed had me in the office of Cessna CEO Russ Meyer.” Although Hoyt benefited from Ed’s professionalism, it was his personality that influenced him even more. “Never in all the years I knew Ed Stimpson did I hear him ever trash talk anyone, he was just a total diplomat,” said Hoyt.

Ed’s diplomatic skills were recognized by the world’s most powerful politicians. President Clinton nominated him as the United States Ambassador to the International Civil Aviation Organization (ICAO) in 1999. Clinton’s successor, President George W. Bush seconded the nomination in 2001. At

See Edward Stimpson

Continued on page 14

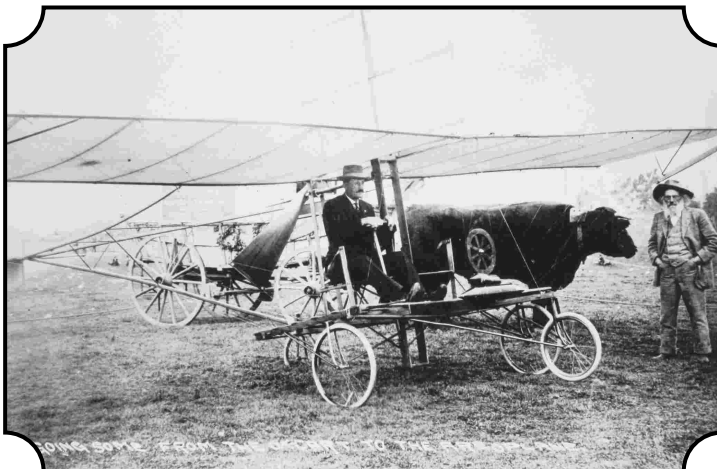




This year is Idaho's Centennial of Flight. The first flight occurred over Lewiston on October 13, 1910. Idaho's Centennial is indeed special to you as a pilot. Please help spread awareness to the citizens of Idaho so we can all appreciate and celebrate this great milestone together. You can help by incorporating a bit of aviation history from your local community into any event you or your fellow aviation enthusiasts may have on the calendar this year. The event doesn't need to be large or involve lengthy planning. It can be anything from a picnic or fly-in breakfast to an air show. Invite your neighbors, acquaintances, and friends to introduce them to your passion... aviation. Take the opportunity to reintroduce community members to "their" airport. Whatever you do, enjoy it, and remember when it all started.



Photographs courtesy of the Idaho Historical Society





Executive Department
State of Idaho

The Office of the Governor Proclamation

State Capitol
Boise

WHEREAS, a 1909 Glenn Curtiss Model D Pusher aircraft was the first powered aircraft to fly over Idaho on October 13, 1910; and

WHEREAS, since that historic flight, Idaho has been actively pursuing the use of the aircraft in public and personal transportation, tourism, agriculture, fire protection, law enforcement, natural resource management, medical evacuation and the defense of our country; and

WHEREAS, Idaho is home to many world-renowned air and space pioneers; and

WHEREAS, aviation contributes over \$2 billion to Idaho's economy, creates 2,300 jobs, and connects Idahoans with resources all over the world every year; and

WHEREAS, Idaho's future economic well-being is directly tied to an efficient and dynamic air transportation system for all its citizens; and

WHEREAS, October 13, 2010 is the centennial of Idaho's first powered flight, and on that date an exact replica of the first Curtiss Model D Pusher is scheduled to fly again over Lewiston, Idaho;

NOW, THEREFORE, I, C.L. "Butch" Otter, Governor of the State of Idaho, do hereby proclaim October 2010 to be

Idaho Centennial of Flight Month



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Idaho at the Capitol in Boise on this 28th day of February in the year of our Lord two thousand and ten and of the Independence of the United States of America the two hundred thirty-fourth and of the Statehood of Idaho the one hundred nineteenth.

C.L. "BUTCH" OTTER
GOVERNOR

BEN YSURSA
SECRETARY OF STATE



Calendar of Events

MARCH

- 19 **IA Renewal**, Best Western Vista Inn at the Airport, 2645 Airport Way, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 27 **IAA Big Bar Work Party**, Jerry Terlisner, 208-859-7959

APRIL

- 3 **Young Eagles Event**, Mountain Home Airport, Mountain Home, ID. Contact: secretary@eaa103.org
- 15 **Rudder Flutter Article Submission deadline**. Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 16-17 **Flight Instructor Refresher Clinic**, Cambria Suites, 2970 W. Elder St. Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 17 **Wings and Wheels Fly-In**, Emmett (S78), Steve Burak, 208-861-9055
- 24 **IAA Thomas Creek (2u8) Work Party**, Jerry Terlisner, 208-859-7959
- 25 **IRS Bomb Drop/Cookout**, 9:00 am, Homedale Airport Contact: Top Fun Flyers, Steve Clements, 323-1585

MAY

- 2 **Idaho City Breakfast**, 9:00 am, Idaho City Airport Contact: Top Fun Flyers, Steve Clements, 323-1585
- 5-9 **McCall Mountain Canyon Flying Seminars**, McCall. Spring Canyonlands Flyin' Safari, Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincanyonflying.com
- 8 **IAA Deadwood (ID86) Work Party**, Jerry Terlisner, 208-859-7959
- 15 **Carey (U65) Fun in the Grass Fly-In & Breakfast** Spot landing on arrival - 2nd strip, EAA Young Eagles flights, 7:00 am.
- 21-23 **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

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

JUNE

- 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
- 6 **Garden Valley Overnighter**, 9:00 am, Garden Valley Airport Contact: Top Fun Flyers, Steve Clements, 323-1585
- 10-12 **Mountain Flying Clinic**, Challis Airport, Challis, Idaho. Contact: 208-879-5728, www.middleforkair.com or mforkair@custertel.net
- 12 **Jerome County Airport Annual Fly-In & Community Appreciation Day**, Jerome Airport (JER), 7:00 am to Noon, FREE admission. Breakfast hosted by local Search & Rescue. Displays, rides and lots of hangar flying! Bonnie Dietrick, 208-324-9980
- 16-19 **McCall Mountain Canyon Flying Seminars**, McCall. Workin' Man's Basic Course. Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincanyonflying.com
- 19-20 **IAA General Membership Meeting & BBQ**, Garden Valley (U88), Treasure Valley Chapter Breakfast 7 am to 10 am. Jerry Terlisner, 208-859-7959
- 20 **Summer Solstice Flight**, 7:00 pm Contact: Top Fun Flyers, Steve Clements, 323-1585
- 21-23 **Aviation Career Exploration (ACE) Academy** For Idaho students grades 9-12 / ages 14-18. For an application contact: 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 Backcountry Excursion. Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincanyonflying.com
- 26 **IAA Poker Run**, details to be announced. Bruce Parker, 208-321-1323
- 26 **Pocatello Airport Appreciation Day**, A Salute to General Aviation. 9 am to 3 pm. Displays, Military aircraft, food, plane and helicopter rides, activities for kids, much, much more! Get the flyer here! 208-234-6154, www.iflypocatello.com
- 29 - **McCall Mountain Canyon Flying Seminars**, McCall. July 2 Basic Course, Lori MacNichol or Rhonda Yost, 208-634-1344 or admin@mountaincanyonflying.com

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ELTs and PSTs

Continued from page 6

As emergency activations increase, the issue of who is responsible for reimbursing the enormous costs generated during a search has become very real, especially due to abuses of this system. As a result, SPOT offers an optional subscription service called GEOS Search and Rescue Member Benefit. This plan, underwritten by Lloyds of London, provides limited search cost reimbursement and private rescue resource coordination as needed. However, keep in mind two thoughts: First, all search costs associated with a missing or overdue aircraft in Idaho are borne by state or federal funds. Second, in spite of the abuses that others may perpetrate on the system, the costs associated with search and rescue should never affect your decision to



Second generation SPOT

“declare an emergency” if a life is in danger.

The safety advantages of this tool are obvious: the ability to communicate problems or assurances from virtually anywhere at any time provides a great deal of comfort to both the user and their loved ones. It's important to remember, however, that the SPOT is an interactive tool. The user must be conscious and physically able to push the buttons in order to activate the device; there is no automatic or passive emergency activation as there is with an aircraft ELT. This becomes an issue when the SPOT is used as an emergency response device in an aircraft. At Aeronautics we have already experienced situations where SPOT users in an aircraft were unable to activate their unit for one reason or another. In one particular case, the unit, attached to the dash for maximum satellite reception, departed the aircraft along with the windshield during a crash. Luckily, the pilot was physically able to find his SPOT, but it took him over an hour to activate it. In another case, a flight instructor had his SPOT on his person where he could quickly reach the device. During the crash the plastic clasp snapped, and the unit ended up on the floor between his feet. Unfortunately, he had sustained severe injuries and could not reach it. If it had not been for the pilot, who remained conscious throughout the



event, the SPOT would not have done him any good.

Another consideration is that while the SPOT can transmit a message, it is not a two-way communication device. Messages are pre-programmed on the SPOT website, thus they do not offer the flexibility of a message tailored to the actual need at the time of the event or problem. One of the issues we face with the SPOT is that there isn't a mechanism in place for the ERC to

See ELTs and PSTs

Continued on page 18

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Edward Stimpson

Continued from page 9

ICAO, Ed was instrumental in representing American interests in international aviation issues.

Ed served 20 years on the board of Embry-Riddle Aeronautical University. He led the "Be a Pilot" program which exposed thousands of prospective aviators to flight. Ed also served the Flight Safety Foundation as chairman. He was awarded the NBAA Award for Meritorious Service and inducted into the Idaho Aviation Hall of Fame. Additionally, he received the Wright Brothers Memorial Trophy, an honor shared with Charles Lindberg, Jimmy Doolittle and Neil Armstrong.

As impressive as his numerous professional accomplishments were, it was Ed's genuineness, friendship, and selflessness that won over so many of us. Ed earned the highest compliment that can be paid a Harvard man: he never acted like one. Although he gained the respect of hundreds of professionals, Mr. Stimpson could create a sense of close companionship and sincere interest in every conversation. While attending the NBAA convention years ago, I briefly bumped into Ed. With over 28,000 attendees, all of them more important than me, I distinctly remember him saying; "Mike, I'm really glad I got to see you here."

And, oh, how he could make a person feel important! Oftentimes, Ed would call to ask my opinion about an airport commission issue. He would tell me that he just got off the phone with "Marion" (that is, FAA Administrator Marion Blakey!) and now wanted my take on the topic. I can't imagine that America's most influential GA leader really needed my advice, but his genuineness made me feel like my opinion mattered as much as anyone's. What a motivator.

In November, a number of us gathered at Ed and Dottie's home to

participate in an award ceremony sponsored by Boeing and the Flight Safety Foundation. Executives came from across the country to pay their respects and offer congratulations. It was an especially memorable affair as it was becoming evident that Ed may be losing his battle with cancer. After the speeches and accolades, a phone call came in from Washington D.C. It was

Deputy FAA Administrator Lynne Osmus calling with her congratulations. Ever the gentle diplomat, Ed minimized the attention directed toward him. Instead, he asked all of us to look out across the city to the new Boise air traffic control tower being built. "Lynne," Ed weakly said into the speakerphone, "We're enjoying a view of this brand new 24 million dollar tower being built, but it will look a lot better if you decide to fill the TRACON room with our Boise controllers."

Ed's funeral last November was a fitting tribute. FAA administrators, national politicians, and industry giants attended the service. Cessna CEO Russ Meyer told a story about flying to Boise earlier in the day. Denver Center asked Meyer if he wouldn't mind landing in Cheyenne to pick up a stranded passenger that had to get to Boise for an important event. Meyer acknowledged and happily made the quick turn in Cheyenne. "There sure must be something important happening in Boise today," commented Denver Center. "Yes," acknowledged Meyer, "There most certainly is."

Ed and Dottie had an enormous impact on our community. They helped found the City Club of Boise, supported



Edward and Dottie Stimpson

the YMCA, and helped organize the building of the new Shakespeare Festival Theatre just east of Boise. I distinctly remember one of his gentle diplomatic requests to our friends in the Boise air traffic control tower. Ed politely asked if ATC could avoid early base leg turns for planes landing on runway 28 to avoid disturbing the patrons at the new theatre. We all complied out of respect for one of the pillars of Boise and general aviation in America.

So for the pilots who may be following me on downwind to Boise's runway 28, be advised, I will be extending my downwind just a bit out of respect for some nice people. I think Ed would like that.

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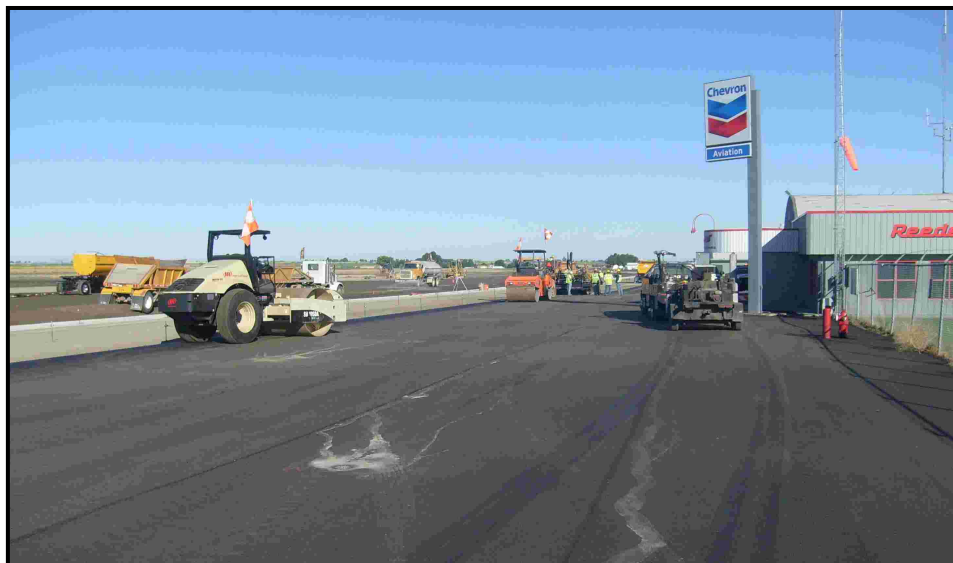
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Twin Falls Airport Improves GA Transient Ramp

Joslin Field, Magic Valley Regional Airport – The City of Twin Falls received two Airport Improvement Program Grants in 2009 from the FAA totaling \$2.48 million. Included in these grants was \$1.6 million to reconstruct approximately 308,000 square feet of general aviation apron at the airport. Matching funds for the project were provided by the City and County of Twin Falls. Riedesel Engineering provided the design and construction management for the project.

Airport construction projects always have unique challenges. One of those encountered at Twin Falls was keeping tenant operations as near normal as possible. Reeder Flying Service experienced the greatest impact as most of the reconstruction occurred in front of their facilities. Special thanks go out to everyone at Reeder for their patience and support, ensuring the success of the project.



Another challenge was the short amount of time available for construction. Idaho Sand and Gravel had only forty-five days to complete the project. However, as construction progressed, airport staff soon realized that this would be an

excellent opportunity to also upgrade ramp area lighting. A small lighting project was incorporated into the effort, providing a benefit that all airport users will enjoy for many years to come.



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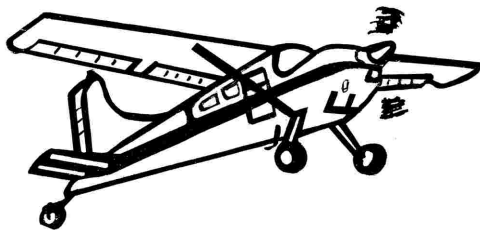
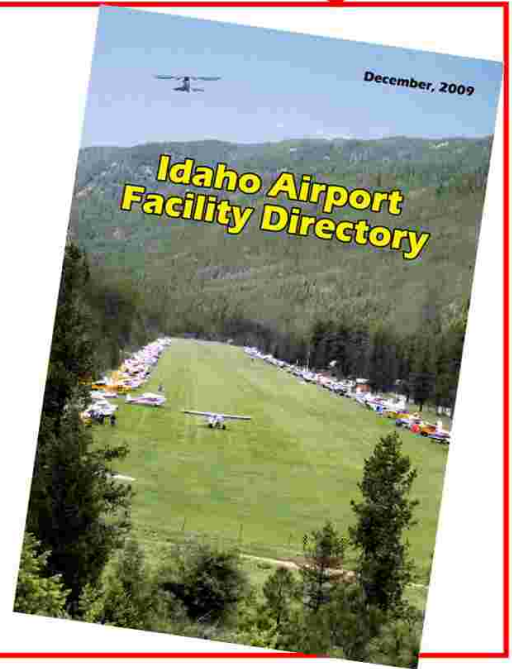


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Some Idaho Centennial Trivia:

1. When and where did the first flight in Idaho occur?
2. What is the date of the official beginning of commercial aviation in the United States?
3. What is the date of the first airmail flight in Idaho?
4. Which major airline was founded in Idaho and what date does it celebrate as its founding?
5. Who is the first Idaho woman recorded as a licensed flier?
6. Which Idaho pilot was one of the 13 candidates that successfully passed the physical in a female astronaut research program in 1961?
7. Which city had Idaho's earliest municipal airport?
8. What was the first town to ask formal approval for its proposed airport from the Department of Public Works, aeronautics division?
9. Every state had two teachers designated as "Teacher in Space," who are Idaho's?"

Look for the answers in the next issue of the Rudder Flutter.

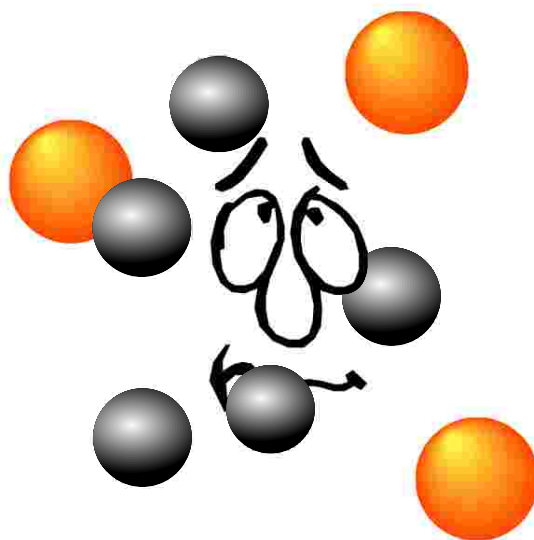


Photographs courtesy of the Idaho Historical Society

ELTs and PSTs

Continued from page 13

inform Aeronautics of the type of activity associated with the activation; i.e., whether the alert is from a hiker, snowboarder, hunter, bicyclist, or pilot. Obviously then, the ERC wouldn't know whether you, the pilot, were flying in an aircraft or happened to be horseback riding in the mountains when you requested emergency assistance. However, the website does allow a user to develop multiple profiles covering any activity where the device may be carried, whether in the air or on the ground. Prior to engaging in a new event, don't forget to go on the SPOT website and update your activity profiles accordingly. If you are flying, be explicit on the flight profile that you are actually in an aircraft. This will help bring Aeronautics into the search loop sooner than later.



We're seein' spots!

***Coming to Idaho Falls, Boise, and
Coeur d'Alene in May.***

It is worth noting that a second generation SPOT is now available, designed to address some of the issues and limitations of the original. Although it is smaller and has enhanced performance, it operates essentially in the same manner as the original with similar features and logic.

Finally, above all, let people know what you are up to, where you are going, how you plan to get there, and when you expect to arrive and/or return. Be specific about when and how you intend to check in, and then, most importantly, follow through! Finally, tell them what to do and who they should contact if they suspect that you are missing or overdue. Effective communication is priceless.





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MCCALL AIRPORT HANGAR 42x35 w/12x40 bifold door. **\$120,000**

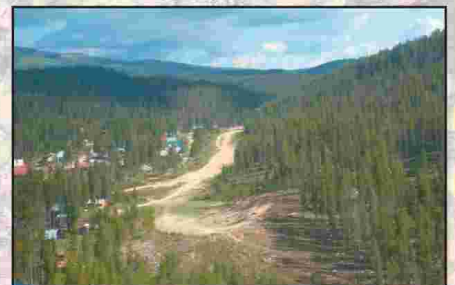


CASCADE HANGARS Four 45X60 units have full bath, hot water heater, OH gas heat. Combine two or more units, or **\$400,000** for entire building. **\$95,000-\$105,000 each.**

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*Decal shall be placed on the left side of the aircraft either on the vertical stabilizer
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