



# The Amazing Rescue of Fango 45

By: William C. Miller, with Frederic M. Wilson and Michael P. McGrath

On 8 April 1982, the following crew conversation takes place inside FANGO 43, an Idaho Air National Guard (ANG) RF-4C flying a twilight low-level radar mission over eastern Oregon:

43 PILOT: "Ground speed set at 480."

43 Weapons Systems Officer

(WSO): "Okay, turn right to two-zero-three."

43 PILOT: "Steady two-zero-three."

43 WSO: "Okay, come one-half left and hold that."

43 PILOT: "Rawj."

43 WSO: "Clear your clock. After we hack, turn left two-zero-three and hold that 'till we cross the target. Ready, ready—Hack!"

43 PILOT: "My clock's runnin'; I'm turning to two-zero-three...okay; steady on!"

43 WSO: "We'll cross the target at fifty-two seconds. Then climb straight ahead to 7,300 feet, switch to TAO, make a 45-degree-bank left turn to one-eight-five."

43 PILOT: "Okay .... There's forty-five seconds ...."

43 WSO: "The IR's comin' on. We should be over the target right now...Okay, now start your climb to 7,300 feet and switch to ..."

(RADIO CALL ON DISTRESS CHANNEL) "MAYDAY, MAYDAY, MAYDAY! FANGO 45, MAYDAY, MAYDAY. 150 MILES WEST OF BOISE HAS A BIRD STRIKE. MAYDAY, MAYDAY, MAYDAY!"



Idaho Air National Guard RF-4Cs. Photo courtesy of Bill Miller.

43 PILOT: "Mike, that's Fred, and he's in big trouble! We're abandoning this low-level, and I'm headin' over that way right now; coming to a two-two-zero heading."

FANGO 43 was about 20 miles east of FANGO 45, and their new southwesterly heading would quickly put them close to FANGO 45, who indeed needed help. They radioed Salt Lake Center (SLC) for radar assistance in locating the distressed FANGO 45 and to aid in a rapid join up.

43: "Salt Lake Center, FANGO 43; 100 northwest of Boise."

SLC: "FANGO 43, Salt Lake, go ahead."

43: "We just heard a Mayday from FANGO 45, he's about 150 west of Boise; reported a bird strike. Can you see him and vector us

over there to join up? He really needs our help."

SLC: "FANGO 43, squawk ident. Radar contact, 105 west of Boise."

43: "Roger. He's probably heading toward Boise; should be around 250 knots."

SLC: "Okay FANGO 43, I've got a 4300 squawk in that vicinity, bearing two-zero-zero for 21."

43: "Okay, that should be him; thanks. When we join up, we'll keep you advised."

FANGO 45 had also been flying a low-level mission, traveling at 480 knots groundspeed in a low-level training corridor and had taken a 20-pound Tundra Swan in their left windscreen,

**See Fango 45**

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# Airport System Plan Gains National Honor

By: ITD Transporter Staff

Recognition of Idaho's Airport System Plan, completed in 2010, reached new heights recently when it earned a national award from the American Council of Engineering Companies (ACEC). The plan that will guide future investments in Idaho's airport system, received ACEC's 2011 Engineering Excellence Award in national competition – the "Academy Awards" of the engineering industry.

The National Recognition Award is a "prestigious distinction for projects that demonstrate exceptional achievement in engineering." ITD was formally recognized during a program and dinner April 1<sup>st</sup> in Washington, D.C.

The airport system plan was funded by a Federal Aviation Administration grant and was completed by consultant Wilbur Smith Associates.

Aeronautics project manager Bill Statham began working with consultants in 2008 to develop the study, which also included T-O Engineers, HDR and ES Engineering.

The goal of the plan was to "provide a blueprint to ensure that Idaho's future system of airports meets the state's needs as viewed at a macro or top-down perspective," according to the executive summary. "This approach allows each airport's role in the system, its demand for aviation, and its infrastructure to be evaluated in this larger context."

According to the comprehensive study, 75 Idaho airports are located within a 30-minute drive of 89 percent of the state's population. It also indicates that Idaho's airport system is a significant contributor to the state's economy, accounting for approximately 23,000 jobs, with an annual payroll of about \$718.5 million. Airports have an estimated



Director Brian Ness and Aeronautics' Bill Statham accept ACEC award for ITD.

annual economic impact of \$2.9 billion on the state's economy.

Idaho's ACEC chapter selected the airport system plan for one of its annual awards in 2011. The honor was formally presented at the 2011 Engineering Excellence Awards luncheon at Boise in April.

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 must be submitted to this office for review.



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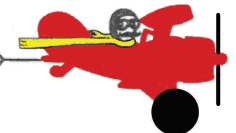
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# Training Made to Order

By: Aka Evans

The story of boy meets plane is an old one. The sequel is boy meets flight instructor, which can have either a pleasant ending or a sad one. Although the outcome depends largely on the pilot, in reality, the instructor plays a dramatic role in the future enjoyment and the safety of both pilot and public below.

Paul Leadabrand of Stick and Rudder Aviation is the sequel with the pleasant ending, the one to call when you need to learn the characteristics of the Kitfox. I know, because I bought a Kitfox and asked Paul to show me the ropes. What he showed me was a treasure box of capabilities, and a simple line of thinking for staying safe and having fun.

Unfortunately, when I called Paul, I hadn't visited his website and didn't have a clue about what his company offered other than Kitfox-specific training. It soon became clear that one of the features of his training schedule is ... your schedule: What do you want and when do you want it? When I told him about my "short window," he answered with a time frame that would work for both of us. His specific goal was getting me checked out so I could fly my plane.

When I flew in to Boise, Paul had already arranged for my hotel and provided me ground transportation. After about an hour of gentle probing conversation about my experience (70 hours in a J-3 cub), we drove to his hangar and climbed into his pristine, made-to-order Series 7 Kitfox Super Sport. The bright yellow and black paint scheme gave the plane a lively look just sitting on the ramp; I felt a tingle of excitement begin to course through my new-aviator veins.

His assessment of my experience allowed him to begin at my level of understanding and tailor the course material for my specific requirements. Although I was impatient to get into the air, he had to be sure that his starting point and my starting point matched. He introduced me to the Dynon Skyview glass cockpit. The display was information-rich, and it was easy to see

that I would soon be overwhelmed if he didn't intercede. "This is your airspeed indicator, your altimeter is here, RPM is here, and I'll monitor engine temps and pressures until you are familiar with the layout," he said. The arrangement worked well and I understood the basics.

Because I already held a tail dragger endorsement, my training would focus on safe handling of the aircraft during takeoff and landing. We moved onto the active runway while Paul handled the radio. Paul made the initial takeoff and turned us toward the practice area. He then gave me the airplane and said, "Play with it." My timid movements probably gave him the impression that I was intimidated by the shiny new airplane and the video-arcade cockpit display. Giving me a series of instructions, he encouraged me to get to "know" the airplane, and then I started to have fun. His cockpit manners gave me great confidence and I couldn't have enjoyed the instruction more.

It was time to get to work, so we headed for a wide canyon to practice a technique designed to teach ground reference and altitude control. "Stay above the canyon rim and fly the middle so you can get used to controlling speed and altitude," Paul said. As we flew up the canyon, I got a first-hand look at the Kitfox's responsiveness. Although I am inexperienced, I am not new; but when Paul asked me to turn around in the canyon I asked him to repeat his request. I had heard him correctly. We executed a tight, but fairly coordinated turn in a radius that surprised me, and without even approaching the airplane's design limits or the canyon walls. I felt like Luke Skywalker. With some practice, I bet I could do it tighter and with no altitude loss or gain...well...says me.



Kitfox Super Sport - Photo courtesy of Aka Evans.

Turning toward an airstrip, Paul again took the controls and demonstrated the landing approach with a simple set of linear instructions, "We're shooting for 65 mph in the descent with the power at idle. We use power to adjust the descent and the round out in the final phase of the flare." I was really enjoying myself. I was learning, and I was flying.

The Kitfox is not the plane I learned in. The flight characteristics and overall performance were so different that it seemed almost foreign. In spite of the learning curve, Paul made me feel like a pilot, relieving my tension at flying a truly high performance airplane. Let's face it, power to weight ratio is not an unfathomable concept to understand, and the Kitfox has a lot of power for its weight.

My first takeoff was exciting as I allowed a wing to come up during the ground roll, flying the craft on one wheel. As I rotated, I added some left rudder, further enhancing my already tarnished technique...you probably had to be there, but...it was exciting! Although Paul didn't take the controls, uttering the dreaded "my airplane," he chuckled while explaining the takeoff maneuver in a more Kitfox-like manner. Completing a few touch and goes, he soon discovered that there would be some interesting challenges ahead.

**See Training**

**Continued on page 18**





# Radio Chatter

By: Frank Lester  
Safety/Education Coordinator



## Three Idaho Airstrips No Longer Restricted

Cayuse Creek, Wilson Bar and Lower Loon, listed on FAA charts as “Restricted” for decades, will soon have their “R”s kicked. At the urging of the Idaho Airstrip Network and Idaho Division of Aeronautics, the owners of the airstrips successfully applied to the FAA for normal, public-use designations to reflect their actual usage. Neither the U.S. Forest Service, owner of Cayuse Creek and Wilson Bar, nor Idaho Fish and Game, owner of Lower Loon, have been requiring permission to land on these strips.

Once the airstrips are officially open to the public without restrictions, the Idaho Division of Aeronautics will make periodic inspections. As soon as the first inspections are completed this spring and paper work submitted to the FAA, the “R” designation will be removed from future sectional and World Aeronautical Charts, and the airports will appear in the FAA’s Northwest Airport/Facility Directory.

## New Caretakers at Johnson Creek

Gary McElheney, Aeronautics Airport Manager, has selected Dave and Cornelia Shotwell as the new Johnson Creek caretakers. “They are very qualified. Dave, who owned a construction company in Twin Falls for over 25 years, is a pilot and owns two planes,” Gary said. Dave and Cornelia also managed the Whitewater Ranch on the main Salmon River for three years. As managers, they performed major repairs, ground maintenance, maintained the airstrip as well as domestic chores and interacting with guests. Gary added that they have charming personalities and will be a nice addition to both Johnson Creek and the Aeronautics team.

## Garden Valley Restroom and Shower Project

Ground breaking on the project to construct restrooms and showers at Garden Valley took place on April 1<sup>st</sup>. The project is being coordinated through the Idaho Aviation

Foundation (IAF), IAA and Aeronautics. Donations are being accepted through the IAF. Volunteers from the local aviation community and local contractors are donating their time and resources toward the project. Weather permitting, the building should be open in June.

## Nampa Runway Closure

I recently spoke with Colleen Hartnett, Airport Manager for Nampa (MAN), about the upcoming runway closures. This is the latest word (as of April 20<sup>th</sup>): the runway will be closed September 10-14, 17-21, and 24-28. The runway will close at 7:00 PM on the first day and reopen at 7:00 AM on the last day; i.e. close at 7:00 PM on 9/10 and reopen at 7:00 AM on 9/14. There is also the possibility of additional night closures between 8:00 PM to 6:00 AM to install edge drains along the runway. As of this writing, no decision has been made as to whether the installations will be conducted separately or in conjunction with the scheduled runway closures. In any case, **CHECK NOTAMS THOROUGHLY BEFORE FLIGHT AND WHEN AIRBORNE!**

## Pilot Reports Wanted

Planning to fly into one of Idaho’s backcountry airstrips? Check them out first by going to the Idaho Aviation Association’s (IAA) web site, [www.idahoaviation.com](http://www.idahoaviation.com) and clicking



Foundation for the new Garden Valley restrooms and showers.

on “Airstrips.” That will take you to the Idaho Airstrip Network’s (IAN) listing of most public-use airstrips.

Click on the airstrip you plan to visit and you will find a Google map of your destination along with information on nearby airstrips, an airport diagram from the Idaho Division of Aeronautics Airport/Facilities Directory, photographs, a list of any known events planned for the airstrip, a short narrative about the area, and “Pilot Reports.”

“The Pilot Report feature is potentially the most useful feature of the site, particularly for those who are already familiar with the airstrips,” said IAN Coordinator Larry Taylor. Pilots who find any problems during a visit to one of these airstrips can then go to the IAA web site upon returning home, click on “Airstrips” and then on “Pilot Report,” and easily email a report of their findings. The emails will go to Taylor, and to Gary McElheney and Mark Lessor at the Idaho Division of Aeronautics. They will evaluate the report and immediately post the appropriate Pilot Report on that airstrip’s page for everyone to see. They will then notify the airstrip owner of any problem. Examples might be, “Wind sock missing,” or, “Large rodent holes in tie down area,” or even, “Tree down on approach end.”

**See Radio Chatter**

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# Radio Chatter

Continued from page 4

"Clearly, this has the potential of increasing the safety at our airstrips," said Taylor. "The key to success is for pilots to know about it and then use it."

Another drop-down choice under "Airstrips" is "Airstrip Maintenance." Pilots can quickly send in their observations of an airstrip's overall condition, which will help the IAN coordinator work with airstrip owners to arrange for maintenance.

The web site is a work in progress. Not all of the airstrips have the photographs and information yet, but all are wired for pilot reports.

## John W. Reeder Memorial at Twin Falls

On June 4<sup>th</sup>, 2011, Reeder Flying Service will dedicate the John W. Reeder Memorial at the Magic Valley Regional Airport in Twin Falls, Idaho. They will be planting a tree in John's honor. A local Eagle Scout is building a bench that will be installed along with a concrete patio. John, who passed away unexpectedly on March 2, 2010, was a highly respected member of the aviation and professional community. He was loved by all who knew him.

The public is invited to attend the dedication. A pancake breakfast sponsored by Reeder Flying Service and Happy Landing restaurant will run from 8:00 AM to Noon with the ceremony taking place at 10:00 AM. The cost of the breakfast is \$3.99 per person. Those flying in will be given a free ticket.

For more information, please call 208-733-5920 or Happy Landing at 208-736-3710.

## Cascade Air Show

The Valley County Convention and Visitor Bureau presents: "Cascade Air-A-Fair," August 5-6, 2011. On Friday the 5<sup>th</sup>, performers will fly in and practice, followed that evening by a dinner and band. On Saturday the

6<sup>th</sup>, the Air-A-Fair will begin at 9:00 AM and continue to 3:00 PM. Local performers Greg Poe and Mark Peterson are scheduled to participate. The event is part of a great weekend of activities including the Valley County Fair and Rodeo. There will be tons of fun for the entire family. Don't miss this enjoyable family weekend in Cascade.

For more information, please contact Ronda Sandmeyer at 208-869-6647 or at [rts52@aol.com](mailto:rts52@aol.com).

## Pocatello Aviation Group

Mike Marquette a local pilot and flight instructor recently established the Pocatello Aviation Group (PAG) for anyone interested in aviation —pilots, control tower operators, mechanics, students or anyone enthusiastic about flying.

"The PAG is for anyone who has an aviation interest, people with a curiosity or just someone who likes computer flight simulations," he said. "They are more than welcome to join us ... I intend to keep it very informal, no officers or dues at this point."

Mike earned a teaching degree at Idaho State University in 1970, but soon discovered that teaching would not provide the income he needed and he eventually left the profession, spending 31 years working for UPS. Around 1985, he learned to fly and began working toward his instructor certificate, simultaneously pursuing his love of teaching and flying.

As for the PAG, Mike is hoping the club will be a place for members to share their knowledge with others while building camaraderie among aviation fanciers in the area.

Currently, the club has 25-30 members, meetings are the second Wednesday of the month at the Pocatello

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Regional Airport. The meetings usually cover a couple of topics of interest with a guest speaker. The next meeting will be May 11, which may be the last for the summer. For more information, contact Mike Marquette at 339-0663.

## EAA Chapter Honors Former Flight Instructor

The Lewiston Chapter of the Experimental Aircraft Association (EAA) honored former flight instructor Arlene Caldwell when the chapter established a scholarship fund in her name to help area flight students earn their FAA pilot's license.

Arlene, who grew up in the Craigmont area and learned to fly at the Lewiston airport, had a relatively short, but very successful, flying career, eventually qualifying in the Boeing 747. At the time of her passing, Arlene was working as a flight instructor at Stout Flying Service.

Members of Arlene's family and former workmates made significant contributions to the scholarship fund in memory of her dedication to flying and her willingness to help others. In recognition of their generosity, the fund will be known as the EAA-Arlene Caldwell Scholarship Program and will be administered by Lewiston EAA Chapter 328.



# Memories and the Barefoot Bandit

Editor: Most of us remember Colton Harris-Moore, otherwise known as the “Barefoot Bandit,” as being accused of evading law enforcement agencies for two years, stealing cars, boats, and airplanes during a daring multi-national theft spree that carried him from the west coast and Canada to the Bahamas. Harris-Moore, 20, was captured in the Bahamas where he crash-landed an aircraft he allegedly stole in Indiana. In an unfortunate twist of fate, Bonners Ferry pilot Pat Gardiner experienced first-hand the Barefoot Bandits’ destructive adventure. Photos are courtesy of Pat Gardiner

**By: Pat Gardiner**

I took my first flight in the summer of 1956 at the National City Airport, located in the southern part of San Diego County. Since then I have had many exciting experiences in flying, but this is one for the books. This was the first time I had ever heard of the “Barefoot Bandit.”

He broke into my hangar the first time on Sunday, September 27, 2009,



several days before he flew off with my plane. I got a call shortly thereafter on a Monday afternoon. The police were at the hangar when I arrived. I was relieved that only minor damage had been done to the plane. He had smashed the hangar entry door and tried unsuccessfully to force open the airplane baggage door with something, maybe a screwdriver. He eventually entered through the passenger door, but oddly only took a Leatherman tool. Convinced that nothing else was missing, we closed the door to the hangar. Later that afternoon I installed a padlock bolted through the door to secure it until the new door arrived.

Early in the morning on September 29<sup>th</sup>, I received another call from my friend, Rich, asking if I had moved my

plane. I hadn't. He said my hangar door was open and that my plane was gone. I asked him to please call 911 and said that I was on my way.

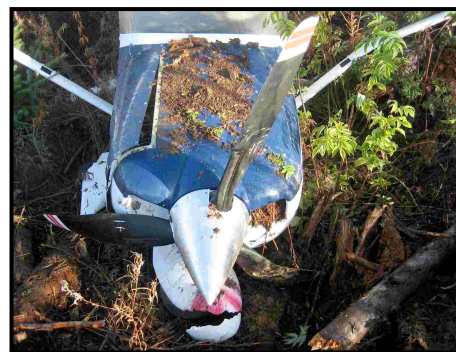
The airport where I hangar my plane is located in Bonners Ferry, Boundary County, Idaho at the top of the Idaho panhandle. It's a wonderful, friendly place nestled between the scenic Kanitsu and Selkirk mountains, overlooking the Kootenai River.



My emotions ran the gamut from surreal to abject anger to total disbelief. “Why me?” I thought to myself.

My wife and I had picked up our new Cessna T182T in Independence Kansas; a sturdy plane with a new Garmin G1000 panel. What a treat! But now it was gone, and we had no idea who had stolen it. The sheriff had several theories such as drug smugglers or terrorists, but it wasn't until the next day that the story began to unfold. There had been break-ins to hangars in Creston, British Columbia, just north of Boundary County, several days before where someone attempted to steal a Cessna 182, failing only because of a dead battery. The thief took some of the owner's belongings and stole a car, abandoning it at the border where he walked to Porthill. He then stole another car and drove it to Bonners Ferry, abandoning the second car near the airport.

Many agencies were searching for the plane: Homeland Security because of the terrorism potential, FBI, Federal Marshal, Border Patrol together with local law enforcement were all looking, but without success. Eventually the plane was found late Thursday evening, October 1, near Granite Falls, Washington. The local sheriff called and told me that a local logger had notified them of an airplane he had found crashed



in a clear cut. However, no one was found in the plane. He couldn't tell me much about its condition because it was dark and the scene had been secured.

When I finally began to receive reports on Saturday of the plane's condition, it didn't sound good. The crash site was littered with stumps and thick brush. The 90 feet of skid marks gave an estimate of approximately 6 to 7 G's on landing. The air bag had deployed. The landing gear was ripped off; the prop, engine, wings and tail were all severely damaged. The entire frame assumed the appearance of an accordion. The more I heard, the more it became painfully clear that it would never fly again, a sad end to my once proud plane.

Unfortunately, this can happen to any of us regardless of how cautious we are. The damage and misery this individual has caused by his theft of at least 5 planes, more than 80 burglaries, and various other felonies will hopefully see relief when he is brought to justice. His trial is currently scheduled for July 11, 2011.

According to an April 9, 2011, AP article, Harris-Moore's attorney, John Henry Browne has stated that a plea deal is in the works, which could involve donating any movie- or book-deal profits to repaying victims. Although Browne would not discuss how much prison time his client is looking at, he had previously said that he could receive from 4-12 years, if convicted. According to the article, Harris-Moore appeared in Seattle before U.S. District Judge Richard A. Jones on April 8, with his attorneys and the Assistant U.S. Attorney, Darwin Roberts. Although coordinating state and federal charges for 17 different jurisdictions is a major hurdle, they told the judge that progress has been made and a deal could be reached as early as the end of May. — Editor





# Good Job, Joe

By: Gy Hall

Joe, your instructor Nicholas (Nick Grachanin, Clearwater Valley Aero Club) informs me that you soloed in the 172 today. Let me offer you my congratulations.

To honor your achievement I dug out my old log books and looked at the unadorned, cryptic writing that leaves out so much of what was important to me that day in my life as a 23-year-old grad student, studying Sociology at the University of Missouri in Kansas City. I'd made a loan against my \$2.56 wage working part-time for the Federal Bureau of Prisons, convinced that if I didn't take out a loan and dedicate it to learning how to fly, I might never achieve my life-long dream. Thankfully I was smart enough to recognize my opportunity when I saw that the owner of Hillside Airport, south of KC, was advertising 40 hours of flight time, 20 dual and 20 solo, for \$450.

My solo happened on a bright day in May, 1966. I had no idea what my instructor had in store for me as I watched him climb aboard and set his 250 pounds in the rear seat of the 1946 Aeronca 7AC. With 10 hours under my belt, I was feeling comfortable as we progressed through the challenge-response of the hand-start procedure: "Mags off?" – "Mags off!"...followed by pulling the prop through a few times; then, "Contact" -- "Contact!!!"...listening for the double click as my instructor moved the magneto switch; then, "Throttle?" – "Cracked!", "Brakes?" – "Set!"...verifying, as he had taught me, that they were actually set by pulling and pushing in a back-and-forth motion on the prop to see if the aircraft would move. Setting my hands on the prop and adjusting my stance, I would then give the 65-hp Continental engine a steady, strong downward pull, careful to move my hands out of the path of the prop. Instantly the Continental coughs to life, and the prop becomes a whirling disc right in front of me.

All routine, nothing was unusual;

*just another day around the 1800-foot, slightly dog-legged dirt strip that had become my flying home. Even the dip that ran through the middle of the strip and the trees on each end seemed normal. In my 10th hour of instruction, cruising through the stalls and turns around a point, I was reveling in the awareness that I was no longer afraid to look through the rattling side window of the Champ at the dizzying heights. That even in the middle of a 720-degree turn, searching for that elusive "whomp" that told me I had successfully intersected my own wake, flying felt very much like home.*

The flight routine that day was equally comfortable, flying to the small pasture located two miles west where we were introduced to off-field landings and emergency procedures. We made a couple of landings and practiced a couple of engine failures on takeoff, neatly sailing over the barbed wire fence, then to the right and just between two huge trees where the next clear field lay. It was a safe place to put the aircraft down with only a few cows to avoid. Spring was still in the air, the wind was light from the north, the engine purred contentedly, and the hooked cork-wire float in the forward mounted fuel tank indicated that we still had six gallons of fuel. My confidence in my flying abilities was on the rise. Then, on the next landing my instructor had me taxi back to the takeoff end of the pasture, unfastened his seat belt, leaned forward and said, "Ok, it's all yours. Go get 'em." And before I could respond, he had deftly maneuvered his bulk out the door. I was all alone. I didn't even have time to get nervous.

I remember thinking, "Well, if he thinks I am ready, I must be!" And so I pushed the throttle forward and in the

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next seven seconds I had the biggest surprise in my short flying career. The plane literally LEAPED into the air, relieved of the weight which it had been carrying and I sailed like a kite up and up and up and up, exhilarated and ecstatic with the feeling of being the only one in control; being ONE with this wonderful, noisy, machine, which so willingly cooperated with me to produce magic. Before I knew it, I was WAY above pattern altitude, brought back to reality by the urgent need to arrange things so that I could land safely, back where my instructor stood, now just a tiny speck against the green Missouri grass. He must have been happy with my landing because he waved me up again when I taxied back to pick him up. I went around two more times before he climbed on board and said, "Good job. Let's go home."

Your flying experiences and mine have been very different, but still similar in many ways. You waited longer in life than me to take the leap. The planes we soloed are generationally distant. The times, the security issues, the encroaching controlled airspace, glass cockpits and the marvels of GPS, even the need for radios, all combine to make my own history an ancient, long forgotten time. Much of my early flying, some trips measuring in days and handfuls of miles, was without radios

**See Joe**

**Continued on page 16**



# Welcome to the Ponderosa Aero Club

**By: Gail Frasier, Club Manager**

Ponderosa Aero Club (PAC) has been providing exceptional flight training and aircraft rental to its members in Boise since 1974. A group of dreamers with a vision of sharing flying expenses and experiences decided to start a flying club at a small airport on the Boise River called Strawberry Glen. One of those members was Pat Peterson, who today is a member of the Idaho Aviation Hall of Fame.

After laying the foundation, this young upstart group began to gather more members and aircraft, and after outgrowing their small community on the Boise River, decided to move the operation to the bustling city of Boise. The Club moved its offices several times before settling in the old Executive Terminal where the Club would remain for the next twenty years. When that terminal was taken over by Jackson Jet Center, PAC moved two buildings to the east where it resides today. At times, the Club has had as many as 14

leaseback aircraft and over 150 members. The aircraft have varied from a Super Cub to a Diamond DA40 with a glass cockpit. Despite the fact that many leaseback aircraft have come and gone over the years, others have remained, including a C-172 that has been with the Club since 1986. Countless Boise pilots have had their first solo flight in N7728G!

Ponderosa has had thousands of members over the years including some notables such as Cecil Andrus, Pete Cenarrusa, and Greg Poe. Since the beginning, the Club has taught future military pilots, backcountry pilots, Forest Service pilots, corporate pilots and countless airline pilots, not to mention all of the fly-for-fun and business pilots that are the backbone of the Club. There has always been a group of dedicated flight instructors at PAC, some who have moved on to other careers, but many who have stayed on to teach the next generation of pilots.

instrument instruction in an IFR, GPS-equipped aircraft. Aside from training, members can schedule aircraft for the \$100 hamburger or for a 200-MPH business flight.

The feeling that you are family is very strong among Club members, and together they schedule many fun activities, including fly-ins, an annual BBQ and plane wash party in the summer, and an annual dinner party in the winter. The Club adopted the Warm Springs Airport many years ago and every July they hold a camping/work party with backcountry flights for the kids and breakfast for all.

The generosity of the members has allowed the Club to acquire many resources, reference materials and a PC-ATD simulator for member use.

Safety has always been #1 at Ponderosa, and 37 years later, it proudly boasts a safety record second to none. The Club provides members with the support and guidance necessary for newer pilots to have the mentors they need to become safe pilots, and to assure aircraft owners that their aircraft will be operated only by those with good skills, sound judgment, and respect for their aircraft. The mission of Ponderosa that was created by Pat Peterson in those early days exists to this day: a group of happy pilots sharing great aircraft, the best training, and good times!

For more information about the Ponderosa Aero Club, visit [www.ponderosaaero.org](http://www.ponderosaaero.org).  
— Editor

Today, the Club has nine well-maintained and well-equipped aircraft, about 110 active members, and four very experienced instructors, who provide excellent training whether it is flying in the Idaho backcountry or



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# Aero Mark and IAA Host Idaho Aviation Trade Show

Aero Mark of Idaho Falls has teamed up with the Idaho Aviation Association (IAA) to host the 1st annual Idaho Aviation Trade Show, May 20 and 21, 2011. The event, intended as a kick off to the flying season, also provides the IAA an opportunity to hold its annual meeting in a new venue.

"Growing our membership is a major goal this year," said Doug Cully, IAA Membership Committee. "When Aero Mark offered to host our meeting and organize a trade show at the same time, it seemed like a win-win situation." The annual IAA meeting is set for Saturday, May 21.

Tickets to the trade show are \$30, but are free to IAA members including lunch on Saturday. If you are not a member of the IAA, you can join for \$30. IAA members are automatically entered into the drawing for one of two iPads to be given away at the event.

The challenge of putting on a spring aviation trade show is weather. The 30,000 square foot Aero Mark XL hangar solves that problem. "After building the big hangar, we realized it would be a great venue for an aviation trade show," stated Bob Hoff, Owner of Aero Mark. "Idaho is such a gem for backcountry pilots from all over the country, it seemed like a good idea to have an event in the state to kick off the backcountry flying season safely with seminars, speakers and general information sharing," he continued. "The XL hangar makes it possible to host vendors, planes, and seminars indoors without worrying about wind or weather."

Featured seminars include two Mountain/Canyon Flying seminars by Lori MacNichol (WINGS credit), a discussion about the state of the Idaho backcountry, an overview of national aviation access issues by the Recreational Aviation Foundation, safety seminars, and general hangar flying. There will be a wide variety of aviation stuff including cool planes to checkout, war stories about B-17s and air combat support in Afghanistan. Social events include a no-host bar Friday and a sit-down dinner with no-host bar on

# TRADE SHOW!

## Aviation IDAHO



**MAY 20-21, 2011**

Trade Show tickets:  
**FREE for IAA members**  
**\$30 to join and attend**

Saturday dinner tickets:  
**\$30 for all**

### Idaho Aviation Trade Show and Annual Meeting of the Idaho Aviation Association at the Aero Mark XL Hangar at Idaho Falls Airport (KIDA)

- May 20: 1 p.m. - 9 p.m.
- May 21: 8 a.m. - 10 p.m.
- Indoor Vendor Booths and Show Planes
- Guest Speakers
- Safety Seminars
- Mountain/Canyon Flying Seminars and Discussions (WINGS Credit)
- Social and Dinner Events (No Host Bar)
- TWO iPad Giveaways for IAA Members
- Hangar Flying and Fun!

**DON'T MISS IT!**  
Visit [www.idahoaviation.com](http://www.idahoaviation.com) for more information and schedule of events!

VENDORS CONTACT AERO MARK INC. • BOB, THOMAS OR KAREN • TEL. 208-524-1202 • [INFO@AEROMARK.COM](mailto:INFO@AEROMARK.COM)

**2 iPad giveaways for IAA members!**



Saturday night. The Saturday evening dinner is \$30 for everyone.

"For me, the big draw is the opportunity to sharpen my thinking, to do some hangar flying with friends, and to get ready for the summer flying season," said Mike Hart, event co-organizer and District 6 Director for the

IAA. "It doesn't hurt that there is a free Mountain Flying seminar and a chance to win an iPad."

Vendors, IAA members and non-members may register for the Idaho Aviation Tradeshow at [www.idahoaviation.com](http://www.idahoaviation.com). Vendors may also register for the event through Aero Mark at [info@aeromark.com](mailto:info@aeromark.com).



# The Color of Aviation: Greg Poe – Sharing a Dream

**By: Frank Lester**  
**Safety/Education Coordinator**

As Greg puts it, he is an example of how a country boy from Idaho has reached the sky and beyond through hard work and dedication to a dream. Driven by his passion for flying and the tragic loss of his son, he uses his world-class skills to not only entertain and awe thousands of spectators around the world, but also to encourage young people to focus on their dreams and find their passions.

A native of Boise, he began his flying career at an early age and earned his pilot's license while still a teenager, flying out of the old Strawberry Glen airport alongside the Boise River. His flight instructor introduced him to aerobatics early on and it quickly turned into a passion that continues to this day.

His flying career has been a varied one: from towing gliders and aerial banner advertisements to float plane flying, Greg considers himself one of the fortunate few who have been granted the privilege of a life in the air! Greg's love of aerobatics led him to enter competitions around the country, eventually leading to his first air show performance in 1992. Shortly after, he became a full-time air show pilot and a mainstay on the circuit, performing in 15 to 25 air show events each year.



**Ryan Poe on his 13<sup>th</sup> Birthday.**

Greg has been chosen for several nationally televised air show freestyle competitions, placing 2<sup>nd</sup> in the World Free Style Sport Flying Championships in 1999 and 3<sup>rd</sup> in the World Aerobatic Federation contest in 2000. He has been featured in such television programs as *Modern Marvels*, *Ripley's Believe it or Not*, The Discovery Channel, CBS news, FOX sports, CNN, and ESPN. In 2010, he was featured as "G-Force" on Stan Lee's "Superhumans," a series on the History Channel about incredible talents.

Greg's life has been impacted by the tragic loss of his son, Ryan, to heroin addiction. In Ryan's memory, he now visits schools and youth groups with his "Elevate Your Life" program discussing the incredible opportunities aviation has afforded him; telling his story as a reminder to young people of the importance of making the right choices and following their dreams.

Ryan Poe was born on March 18, 1982, in Boise. A spirited young man who religiously collected baseball cards as a youngster, he spent countless hours with his dad playing catch in the backyard, backpacking into Idaho's rugged backcountry, or fishing at a remote lake or stream. He was also bright, known affectionately as the family's walking encyclopedia. He loved to fly hoping one day to become a pilot, but as a teenager, Ryan began to change. His grades fell, his enthusiasm for sports and other activities disappeared; he



became distant and detached. Addicted to heroin, he struggled to escape the grasp of this powerful drug. In the end, in spite of the efforts of both Ryan and his family, the addiction proved too strong, and Ryan lost his battle, leaving us at the much-too-young age of twenty.

Devastated by this terrible loss, Greg was faced with a decision not



uncommon to the children he now reaches out to in his presentations. He could choose to succumb to the hopelessness of despair or, in Ryan's memory, talk to the children about the difficult decisions they will face, and the importance of following their dreams and finding a passion to pursue.

**See Greg Poe**  
**Continued on page 11**







Ryan was no different than any other normal, exciting young person. He lived in an average town, seemingly far away from the horrible influences that we often pass off as “big city” problems. The sad truth is: no place is immune to these evils, and we all have a responsibility to protect our children.

Greg chose the latter and established the Ryan J. Poe Foundation to encourage other youngsters like Ryan to focus on their dreams and discover their passions in life. He emphasizes that the best defense is knowledge and the realization that the good things in their lives far outweigh the bad. They are in control of their destiny and happiness. Their future is a choice, and with good guidance and fearless determination, they will have a chance to reach their dreams.

“Elevate Your Life” is the vehicle Greg employs to spread his message. An accomplished public speaker, he uses the one-hour program to target middle-school students. In 2010, Greg reached out to more than 10,000 students and is on track to exceed that number in 2011. Working with school administrators, he sponsors an essay contest offering rides in his air show aircraft and his A-36 Bonanza to the top two finishers.

This positive message is a tribute to Ryan’s memory. It is Greg’s desire as a parent and teacher to inspire our children to achieve what they may believe as impossible, but what in reality

# Caldwell Air Show

Continuing the tradition begun last year, the 2011 Celebration of Flight will excite your senses on Saturday, June 25<sup>th</sup>. Air show performers, static displays of military aircraft and vehicles, classic cars and motorcycles, and a host of other attractions will awe and entertain young and old alike.

Caldwell’s Celebration of Flight Air Show is a one-day, family event highlighting all the living color and breathtaking excitement of multi-dimensional high energy aerobatics. The Air show is all about



bringing the Treasure Valley together at the Caldwell airport on a summer day to see and share in the splendor, heritage and adventure of flight! We are fortunate to have the support of the Idaho Air National Guard and Army National Guard from Gowen Field in Boise. On display will be National Guard ground vehicles and helicopters. Fixed-wing aircraft, private and commercial aircraft, vintage WWII-, Korean- and Vietnam-era aircraft, experimental and special kit aircraft will also be on display. Don’t miss this thrilling demonstration of skill, spirit, and American prowess.

For more information on this exciting event, go to [www.celebrationofflightidaho.com](http://www.celebrationofflightidaho.com).



is within their grasp. As we are proud to call Greg one of our own, so would Ryan be proud of his father. Carry on Greg, your color is true.

We extend our sincere appreciation to Greg Poe Airshows and Greg Gibson, Public Relations for Greg Poe, for their assistance with this article and permitting us to use

their logos and pictures. If you would like more information about the Ryan J. Poe Foundation or would like donate to help Greg in his effort to fight drugs and spread a positive message to our children, please visit [www.ryanjpoe.org](http://www.ryanjpoe.org) or [www.gregpoe.com](http://www.gregpoe.com). – Editor





# Calendar of Events

## MAY

- 14 **Flying Companion Seminar**, Idaho Ninety-Nines. 8 am to 4:30 pm, Idaho Division of Aeronautics. \$45 pre-registration. Sherry Kandle, 208-841-1421, [sherry@whitecloudaviation.com](mailto:sherry@whitecloudaviation.com), Beth Shannon, 208-880-5084, [beth\\_terry@msn.com](mailto:beth_terry@msn.com)
- 19 **Safe Pilot Meeting**, Avcenter Hangar, Nampa Airport (MAN), 7:00 PM, Light Sport Aircraft with Cammie Patch — Idaho Division of Aeronautics, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 20-21 **Aviation Tradeshow and Annual IAA Convention**, Idaho Falls airport. Vendor booths, show planes, speakers, safety seminars, dinner and more! Aero Mark, 208-524-1202 or [info@aeromark.com](mailto:info@aeromark.com)
- 21 **Safe Pilot Meeting**, Idaho Aviation Tradeshow and Conference, 10 am - Noon, Hangar B - Light Sport Aircraft with Cammie Patch, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 21 **Fun in the Grass Fly-In and Breakfast**, Carey Airport (U65) — [www.idahoaviation.com](http://www.idahoaviation.com)
- 26 **Safe Pilot Meeting**, Coeur d'Alene, Jerry Rose's Hangar, 7 PM, Light Sport Aircraft with Cammie Patch, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 28 **Boundary County Airport**, EAA chapter 757, Huckleberry Pancake Breakfast. 8 am - 10:30 am, [www.northernair.biz](http://www.northernair.biz)

## JUNE

- 4 **John Reeder Memorial Dedication** and Breakfast, Twin Falls Airport (TWF), 8 am - Noon, 208-733-5920 or 208-736-3710
- 11 **Jerome County Airport** Annual Fly-in and Community Appreciation Day. 7 am to Noon. Breakfast hosted by local Search & Rescue, Bonnie Dietrick, [jca@bridgemail.com](mailto:jca@bridgemail.com)
- 11 **Graham Work Party**, IAA, Jerry Terlisner, 208-859-7969, [jtflys@q.com](mailto:jtflys@q.com), [www.idahoaviation.com](http://www.idahoaviation.com)
- 14-17 **McCall Mountain/Canyon Flying Seminars** Basic Course, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)
- 15-19 **Super Cub Fly-In**, Johnson Creek (3U2), 120 Aircraft/200 people,— Dave Kirsten, 209-333-1100
- 18-19 **IAA Annual Father's Day Fly-In Breakfast**, Garden Valley (U88), 30 aircraft/70 people, Rich Speed, [rspeed@idahoflyer.com](mailto:rspeed@idahoflyer.com) [www.idahoaviation.com](http://www.idahoaviation.com)
- 19-20 **Annual Father's Day Fly-In**, Smiley Creek (U87), 30 aircraft, Gary Thietten, 208-774-6288 or [gthietten@yahoo.com](mailto:gthietten@yahoo.com)
- 20-22 **ACE Academy**, Idaho Division of Aeronautics, Boise Tammy (208)-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)
- 24-26 **Backcountry.org**, Johnson Creek (3U2), 40 aircraft/50 people, Bryan Painter, 916-622-2593, [www.backcountry.org](http://www.backcountry.org)

## JUNE (continued)

- 25 **Celebration of Flight Air Show**, Caldwell Airport, gates open at 9 am with flying at 11:00 am, [www.celebrationofflightidaho.com](http://www.celebrationofflightidaho.com)
- 25 **Boundary County Airport**, EAA chapter 757 Pancake Breakfast. 8 am - 10:30 am, [www.northernair.biz](http://www.northernair.biz)
- 25 **"Experience Flight"** Pocatello Airport Appreciation Day (PIH), 9 am to 3 pm
- 28-7/1 **McCall Mountain/Canyon Flying Seminars** Basic Course, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)
- 28-7/2 **Delta Force**, Johnson Creek (3U2) — Jim Robertson, 817-821-3940

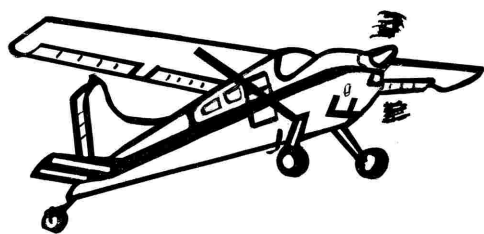
## JULY

- 7-10 **Woman Wise Airmanship Adventure**, Smiley Creek Airport. \$125/person. 25-35 aircraft, Christina Chapman, 208-634-9855 or [christina@mindelevations.com](mailto:christina@mindelevations.com)
- 8-10 **C-180/185 Fly-in**, Garden Valley, 50 aircraft/60 people, Jim Davies, 208-859-5537
- 8-10 **QBs Fly-In**, Johnson Creek, 25 aircraft/30 people, Mark Kadrich, 408-313-6263
- 9 **Grand Opening and Fly-in**, Gooding, Kit John, [foreverflyingkit@gmail.com](mailto:foreverflyingkit@gmail.com)
- 14-15 **Teacher Aviation Workshop**, Bird Aviation Museum, Sandpoint (SZT). Idaho Division of Aeronautics, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 15 **Rudder Flutter Articles Due** for Next Issue
- 16 **St Maries (S72) Fly-in Breakfast** Fundraiser from 8 am - 11 am. Exhibits, videos and door prizes. Breakfast is \$6 per person. Support the Junior Civil Air patrol. 100LL available. Tina-Marie Schultz, 208-773-8522 or [Tinamarieschultz@roadrunner.com](mailto:Tinamarieschultz@roadrunner.com)
- 22-24 **Idaho 2011 Air Fair**, Lewiston, CAF B-17 & B-25 WWII Bombers, EAA 328 Hangar Open House on Sat., Camping. Wes Rash, 208-883-4337
- 23-24 **T Craft Aero Club Fly-In**, 6 aircraft/30 people, Jim Hudson
- 25-26 **Teacher Aviation Workshop**, Idaho Falls (IDA). Sponsored by Aeronautics, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 28-29 **Teacher Aviation Workshop**, Caldwell Airport (EUL). Sponsored of Aeronautics, Frank Lester, 208-334-8780
- 30 **Boundary County Airport**, EAA chapter 757 Pancake Breakfast. 8 am - 10:30 am, [www.northernair.biz](http://www.northernair.biz)

*Calendar of Events*

Continued on page 13





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On Final at Soldiers Bar

## Calendar of Events

Continued from page 12

### AUGUST

- 4 **Montana Antique Airplane Association** Annual Fly In, Three Forks, MT (955). Tim Linn, 406-451-5897
- 5-6 **Cascade Air-A-Fair**, Cascade Airport. 9 am - 3 pm. Ronda Sandmeyer, 208-869-6647 or [rts52@aol.com](mailto:rts52@aol.com)
- 5-7 **180/185 Fly-in**, Johnson Creek Airport, 70 aircraft/150 people, Al Hewitt, 206-714-1420
- 12-13 **IAA Annual Fly-In**, Cavanaugh Bay Airport, 30 Aircraft/50 people, Russ Vawther, 208-602-5840 or 775-848-5243
- 13 **Wings over Idaho**, Sandpoint Airport (SZT), EAA Fly-in Breakfast, Jan Lee, [jan@sandpointinspection.com](mailto:jan@sandpointinspection.com)
- 20 **Pancake Feed and Fly-Inn**, Coeur d'Alene Airport. 7:00 am to 10:30 am. Sponsored by Coeur d'Alene Airport Association. Linda Polley, 208-640-8283 or [spectrumcol@aol.com](mailto:spectrumcol@aol.com)
- 27 **Boundary County Airport**, EAA chapter 757 Pancake Breakfast. 8:00 am - 10:30 am, [www.northernair.biz](http://www.northernair.biz)

Email your event information to  
[tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the  
**Rudder Flutter** and the Aeronautics website.

### SEPTEMBER

- 10 **MAF Fund Raiser**, Garden Valley airport, 100 people. Linda, 208-498-0767
- 10 **Kamiah (S73) Fly-in** Breakfast. \$5, 9 am - 1 pm. Free breakfast ticket to each pilot flying in! Spot landing, flour bombing, Young Eagles. 100LL available. Ron Funnemark, [mrfunni@hotmail.com](mailto:mrfunni@hotmail.com)
- 10-14 **NAMPA AIRPORT (MAN) RUNWAY CLOSURE:** 9/10 @ 7:00 pm to 9/14 @ 7:00 pm, CHECK NOTAMS
- 17-21 **NAMPA AIRPORT (MAN) RUNWAY CLOSURE:** 9/17 @ 7:00 pm to 9/21 @ 7:00 pm, CHECK NOTAMS
- 21 **Safe Pilot Meeting**, Sandpoint (SZT), Division of Aeronautics, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 22 **Safe Pilot Meeting**, Lewiston (LWS), Division of Aeronautics, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 24-28 **NAMPA AIRPORT (MAN) RUNWAY CLOSURE:** 9/24 @ 7:00 pm to 9/28 @ 7:00 pm, CHECK NOTAMS
- 24 **Boundary County Airport**, EAA chapter 757 Pancake Breakfast. 8:00 am - 10:30 am, [www.northernair.biz](http://www.northernair.biz)
- 28 **Safe Pilot Meeting**, Twin Falls (TWF), Division of Aeronautics, Frank Lester, 208-334-8780 or [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)



# Fango 45

Continued from page 1

shattering it, and incapacitating pilot Capt. Greg Engelbreit. The rear-seat crewmember, WSO Lt. Fred Wilson was now in control of the aircraft. The RF-4C had only partial rear-seat controls—stick, rudders, throttles, speed brakes – only limited capability for lowering the landing gear and stopping the aircraft, and limited visibility to land. Relying on his training, even in his blinded, injured, and semiconscious state, Engelbreit had properly configured FANGO 45 for landing—extending landing gear, flaps, and arresting hook. Although Wilson's problems were lessened by Engelbreit's actions, he still faced numerous and severe problems due to an incapacitated pilot, air blasting into the cockpit at nearly 250 knots, and no forward visibility due to windscreen damage and blood and bird parts covering the canopy. To make matters worse, twilight was gathering and the landing destination was still 20 minutes away.

43: "Salt Lake, FANGO 43's got a

visual on a beacon; our 1:30 position about 8 miles."

SLC: "Roger, FANGO 43 that should be the other FANGO."

43: "Thanks Salt Lake, we're joining up on him now and we'll advise if we need any more help."

43 WSO: "Let's try to raise Fred on the radio, I'm switching us over to Guard (243.0 MHz)..... okay, now see if he can hear us."

FANGO 43 executed a rapid join up and visually confirmed Engelbreit's condition: slouched forward and his chin on his chest. Major damage to his ejection seat linkages and parachute container rendered his ejection system unusable. They contacted Wilson and learned that he had limited visibility through his blood-smeared canopy. Forward visibility was nonexistent due to windblast and windshield/canopy obscuration, but Wilson had enough lateral visibility to maintain formation with FANGO 43. FANGO 43's crew knew immediately what they must do and instructed Wilson to fly formation on them through a landing and approach-end cable arrestment at

Mountain Home AFB. Wilson agreed, and from that moment, his central task was to fly good formation on FANGO 43.

FANGO 43 to FANGO 45: "Here's the plan, Fred, as we've briefed before: we'll bring you in for a straight-in approach-end arrestment at Mountain Home. We'll have everything coordinated and it will be all set up. You just hang with us like you're now doing. You okay with our plan?"


45: "I'm with you Bill."

43: "Okay then, we'll take it nice and easy. You just keep flyin' that good position you've got and we'll bring you in. In the event your hook doesn't catch the cable, I'll gradually advance the power, you stay with me, and we'll make a go-around, and come back around for another try. Nice and easy; no sudden moves. All right?"

45: "Roger."

**See Fango 45**

**Continued on page 15**






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# Fango 45

Continued from page 14

FANGO 43 contacted their squadron Supervisor of Flying (SOF) at Boise, explained their plan, and requested he contact Mt. Home's SOF to brief him on their plan and its complications. As FANGO flight neared Mt. Home, they contacted Approach Control and requested a "single-frequency approach," a separate radio frequency exclusively for their use. The squadron SOF continued to monitor FANGO flight's radio transmissions, and supplied further information about the nature of the emergency to the Mt. Home SOF. By this time, the flight is 20 miles southwest of the base, and the lights are now visible.

**43 PILOT:** "Fred's hanging in there just great. Anything we've forgotten?"

**43 WSO:** "No, we've gone through all the normal and emergency checklists, and we're all set. I sure hope he stays in there, it's getting pretty dark out here."

**43 PILOT:** "Yeah, you're right. I'll put nav lights on 'dim-steady'."

**43:** "How ya doin', Fred?"

**45:** "I'm okay".

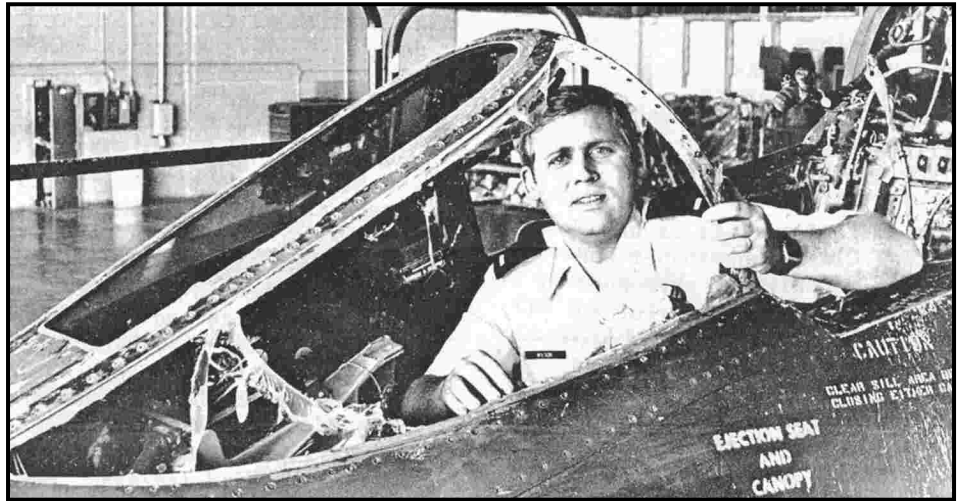
**43:** "Okay, relax if you can! We'll fly a long straight-in approach to Three-Zero and it will work out fine."

The flight has proceeded at 220 knots with landing gear down and turns onto a left base leg for Runway 30 as the evening light fades into darkness. The weather is perfect. FANGO 43's crew continues discussing the "what-ifs" and reviewing their procedures. The single-frequency approach has eased Wilson's workload by eliminating frequency changes and distracting radio chatter that could break his and his flight lead's concentration. Approach Control turns them to a ten-mile final and the flight rolls out on the ILS. FANGO 43 requests "radar monitoring" of their ILS approach without further radio calls needed except for a landing clearance.

**43:** "Okay Fred, you're lookin' good; we're all lined up. Just hang in there and we'll have you down."

**45:** "Okay."

**43 PILOT:** "Everything's set, Mike,



**Fango 45 WSO, Lt. Fred Wilson, looks out through the destroyed left-side canopy.**

keep an eye on him; I'm concentratin' on this approach; speed's now set on 185."

**43 WSO:** "Roger that, he's holding good."

**APPROACH CONTROL:** "FANGO 43, cleared to land, the emergency equipment is standing by."

**43:** "Rawj; gear down; Fred check three green."

**45:** "FANGO 45; gear down."

**43:** "FANGO 45, you're lookin' good."

As the formation arrives over the threshold, formation position, speed, alignment and descent are perfect for a touchdown 500 feet before the arresting cable. Touchdown occurs right on target and the noses of the two aircraft drop to the runway just as their wheels roll over the cable. Immediately the FANGO 43 crew sees FANGO 45 quickly decelerating, sliding back, signaling a good arrestment.

**43 PILOT:** "Beautiful! Man what a sight!"

**43 WSO:** "Yeah, he's caught the cable."

**43:** "Okay, Fred; you're on your own! Approach, FANGO 43 is touch and go, request clearance back to Boise at seven thousand."

**45:** "Thanks for your help, guys!"

**APPROACH CONTROL:** "FANGO 43, climb to seven thousand, squawk 4415, contact Boise Approach on 269.4."

**43:** "Roger, seven thousand, and Boise on 269.4. Great work Fred."

**43 PILOT:** Man, I'm exhausted!

**43 WSO:** Me too; I hope they're okay.

Although executed perfectly, the successful approach-end arrestment was

not the end of the challenges. Rescue from the stopped aircraft was further hindered because engine shutdown was unavailable to Wilson from the back seat, requiring someone to gain access to the front cockpit to stop the engines. None other than the Mountain Home AFB Wing Commander was on scene to take on the task. Climbing onto the left intake and reaching into the front cockpit to shutdown the engines was the Wing Commander, Col. Coleman, assisted by TSgt. Gardner, who held Coleman by his belt, steadying him atop his precarious perch. With the engines shutdown and extrication complete, Engelbreit was then taken immediately to the Mt. Home hospital and later transported to St. Alphonsus Hospital in Boise.

This recovery of an aircraft and crew definitely saved Engelbreit's life. Wilson had the option of ejecting himself safely from the damaged aircraft, but such an ejection would have been fatal for Engelbreit. All four ANG crewmembers were decorated for their exemplary flying skill demonstrated during the rescue.

The rescue was an unqualified success. After several months Engelbreit began recovering from his injuries, later regaining partial use of his left shoulder, but unfortunately insufficient to regain flying status. Sadly, Engelbreit succumbed fifteen years later to Cruzfeld-Jacob Disease. The crewmembers of FANGO 43, pilot William C. Miller and WSO Michael McGrath, and FANGO 45 WSO Fred Wilson have all retired from the Idaho Air National Guard and live in Boise.



Continued from page 7

and strictly by pilotage. My first radio experience came hours after my solo, along with batteries and starters, Venturi tubes, erratic artificial horizons and temperamental directional gyros. But the truth is, it all seemed so darned normal. I didn't realize I was in the middle of a bubble, a unique, wonderful, privileged experience that would pass by so quickly and that so few people would experience. Looking back -- and thank you for the opportunity-- I can honor my own history and acknowledge that I have been one very, very, very lucky dude. And so are you, Joe; I know that, never having met you. I also have the feeling that you are especially wise in your choice of instructors. But you never know, maybe he chose you. And, by the way, don't misplace your log book. Be sure to note the smallest details in it as you go forward. It is for you, not the FAA, that you are recording your personal flight through time, and some day you might be given the perfect excuse to go back and enjoy it. All the best! ~ Gy

Gy is a relief pilot for Wings Over Kauai, flying tours around the island in a Cessna 172 and a Gippsland G-8 Air Van. Earning his Private ticket in 1966, he has owned numerous airplanes from Luscombes to Mooneys and once even partnered in a Bell 47 H Model. He flew mail, freight and bank checks before moving to Maui, reluctantly giving up his Stearman in the process.

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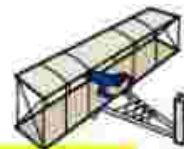
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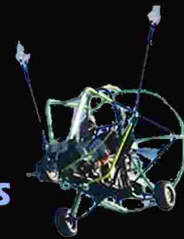
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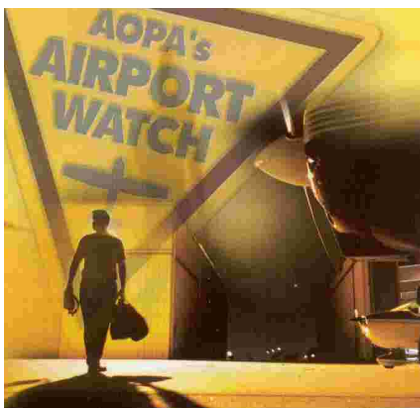
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## Training

Continued from page 3

Because my training window was short, we didn't waste time. We took breaks for lunch and quit when I was on overload or just "plane" tired. Paul quickly discovered my left foot tendency and considered the possibility that I had developed a "braking habit" related to driving a clutch-equipped truck. He also considered the possibility of my "rudder dancing" on takeoff as a holdover from my Cub training. In both cases, the problem was carefully and tactfully weeded out.

As part of the purchase of a Kitfox SLSA airplane, Kitfox LLC offers up to 7 hours of training, 5 hours of flight instruction and 2 hours of ground instruction, with Stick and Rudder Aviation. The priority after the sale is clearly "to service the fleet." It was the service-oriented posture of the Kitfox team and a fellow Kitfox owner's recommendation of Stick & Rudder Aviation that brought me to Boise in the first place.

Before the training sessions were completed, I was making textbook take-offs and landings most of the time and survivable, student-like landings the rest of the time. I had come a very long way in a very short period. We had made 70 approaches at 12 different airstrips in 10 hours. We did it in everything from calm winds to 90-degree crosswinds. Paul introduced me to short strips that fit the profile of my home field. He took me to uphill, downhill, narrow, and humped airstrips. If it looked like a landing strip, I landed there. He taught me emergency techniques and performance tactics to

maximize glide distance and minimize landing roll. His teaching technique was superb and his prioritization of my needs was right on target. The instruction qualified for my Biennial Flight Review and meets the requirements of most insurance companies requiring specific training. Paul teaches much more than the Kitfox checkout and uses only the most modern tools and training. If my experience with Stick and Rudder Aviation is any indication of the quality and professionalism in his company, he can look forward to much more business from me, and anyone I meet who wants to be a better pilot.



I have a long way to go before I am a "good" pilot. But I am a safer pilot than I would have ever become without Paul's instruction. I can confidently and competently operate my plane in and around my home field and in the country where I live and fly. The next time I begin to think that pleasant endings aren't in the cards, I'll remember the lessons and the instructor at Stick & Rudder Aviation.

You can learn more about Paul and Stick and Rudder Aviation at [www.stick-rudder.com](http://www.stick-rudder.com).

Pictures are courtesy of Aka Evans.





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