



Idaho's Sleeper Industry on the Rise

By: Governor C.L. "Butch" Otter

There are a few industries in Idaho that get most of the limelight. We talk a lot about agriculture, technology, and lately renewable energy.

But we're fortunate to have a more diverse base these days, which is a big change from where we were two decades ago. Over time, diversity stabilizes our economy, making us less likely to have



The Kodiak



Governor C.L. "Butch" Otter

disruptive booms and busts. You can see the results of such single-industry dependence in some of our former timber communities that have been devastated by federal forest policies.

That's why I'm glad to see a burgeoning aeronautics sector gaining altitude in Idaho. We're seeing small- and medium-sized companies throughout the state, even in some of our more rural areas. That's gotten the attention of GE Aviation — the world's largest producer of large and small jet engines for commercial and military aircraft — which came to Boise to meet with potential Idaho suppliers of parts and services.

The number of aeronautics companies here has grown steadily over the past decade, from 55 in 2001 to 92 today. There are more than 1,000 Idahoans employed by these companies — a business segment to which we're paying particular attention as part of my Project 60 efforts to grow and diversify Idaho's economy.

Aircraft and aeronautics parts exports from Idaho grew rapidly in 2010. The entire segment grew from \$13.7 million to nearly \$308 million. Aircraft parts alone grew from \$2 million to nearly \$19 million and aircraft exports grew from \$11.5 million to \$18.7 million. The largest segment was for powered aircraft, which grew from zero to \$269.8 million.

Over the past year, several of our companies reported some great news.

Quest Aircraft in Sandpoint received a significant investment from private investors that will help the company ramp up production and invest in its customer service centers. This unique

See Industry
Continued on page 3

INSIDE

406 Redux	2	Medical Matters	6	Idaho Flying Gal	10
Land Use Planning	3	Air Race Classic	7	Calendar of Events	12

406 Redux

By: Frank Lester
Safety/Education Coordinator

Would you switch from a 121.5 ELT to a 406 ELT if you knew that it enhanced the safety of the emergency responders?

We have discussed the benefits of the 406 over the 121.5 until our jaws grew tired. They have been the topic of safety meetings, Safe Pilot presentations, and *Rudder Flutter* articles. We know all the reasons and could probably recite them verbatim: the 121.5 is no longer monitored by SAR satellites; the 406 has greater signal strength; each 406 has a unique coding and registration; the 406 reduces the size of the area to be searched; 406 ELTs allow for GPS

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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.

encoding; SAR services can home in on the more powerful 406 from a greater distance; and SAR services are unavoidably delayed in responding to a 121.5 ELT.

You have heard it all time and again, but it all comes down to one fact, the final decision is yours. I've listened to you at the meetings, on the phone, and in emails, and it ultimately comes down to money.

Most everyone agrees that the 406 is a better system. But to many of you the added cost of purchase and installation on top of annuals, insurance, hangars, fuel and whatever else is lurking out there is simply too much. For that reason you are still carrying the 121.5. As much as we would like to see all of you switch, we understand your concern and the reason for not doing so.

So why am I bringing it up again? Well, in short, I attended a meeting of the State and Federal SAR Coordinators in Reno last May. Eventually, the discussion turned to the 406 MHz ELT. Boats have it (EPIRB); hikers carry them (PLB), so why is it taking so long for airplanes to make the change? I offered your comments and reasons for not switching as a possible answer, and I learned very quickly that pilots are not the only ones who possess strong opinions on this topic. Several attendees took exception to my answer. In the discussion that followed, they made a very important point about the increased risk that emergency response personnel are exposed to when responding to a 121.5 ELT. I'm willing to bet most of us don't think about that in weighing the pros and cons of switching to a 406. I know I never looked at it from that perspective.

So where does that leave us? Well, just about the same place: the decision is still yours. But consider this the next time you think of switching and decide that the cost is still too much. Besides the myriad benefits of the 406, including its accuracy and strength potentially reducing the search time and the search area, these benefits also have the



potential of limiting the **risk** incurred by SAR responders when responding to an emergency beacon. The 406's unique code and registration can determine much more quickly whether an actual distress has occurred by merely calling the beacon's registered owner, all without employing search resources. However, in most incidents involving a 121.5, the search often has to be launched first to determine if there is an actual distress.

Anyway, think about it. It is still your decision, and cost unfortunately still plays a major role in that decision. But as you are deliberating, pause a moment and remember those who, without hesitation and under the most adverse conditions, will be out there looking for you regardless of the type of ELT that you carry.

**Lock Up.
Look Out.**

Participate with your fellow pilots in the safekeeping of general aviation's local neighborhoods—our home airports.

Report suspicious activity:
1-866-GA-SECURE
866-427-3287



Jerome County offered as Model for Airport, Land Use Planning

By: ITD Transporter Staff

Land use plans by their very nature are attempts to strike a balance between diverse – often competing – interests. Introduce the unique requirements of a public-use airport into the land use mix and the process can become even more complicated.

Airspace, aircraft noise and “incompatible uses” require special consideration when developing comprehensive plans and zoning ordinances.

“If city and county officials in Idaho want a blueprint to follow when amending existing plans, they can look to Jerome County,” suggested J.V. DeThomas, Administrator of the ITD’s Division of Aeronautics. “The county could serve as the ‘poster child,’” he said.

The southern Idaho county completed new airport zoning ordinances in March and new zoning maps early in April for the Jerome County and Hazelton airports, culminating a process that began in September 2007.

As part of the process to update the county’s comprehensive land use plan neared completion, members of the airport commission noted gaps in the protection of areas near both airports. Plans did not fully meet requirements of the Federal Aviation Administration.



Without the advantage of federal funds, the county contracted with T.O. Engineers of Boise to begin addressing the shortcomings. In November 2007, the county invited a broad range of constituents to help lay the foundation for a new county airport plan.

**See Land Use
Continued on page 16**

Industry

Continued from page 1

company manufactures the Kodiak, a small, rugged aircraft that’s used for everything from humanitarian missions and charter services to work for the U.S. Fish and Wildlife Service. The company received its FAA certification four years ago, and since then has delivered aircraft in more than 10 countries.

The confidence that investors have in Quest bodes well for the growth of this small startup business. It took a hit during the economic downturn, but rode out the storm and now is in good position to grow as the nation continues its slow recovery.

Empire Aerospace in Hayden also received a boost a few months ago when it secured a long-term contract for heavy maintenance and aircraft modification work for Horizon Air. That meant creation of about 100 new jobs at Empire’s 50,000-square-foot facility at the Coeur d’Alene Airport. These are

jobs that typically pay an average of \$44,000 a year for work that had been getting done in Portland.

Another interesting aviation-related company is Unitech Composites in Hayden. It’s one of the region’s largest manufacturers of composite products for aerospace, the military and several other industries. Unitech recently was awarded some new contracts, including one to produce better components for the V-22 Osprey — a hybrid aircraft used by the U.S. military. Unitech will be working with Boeing on that project, which is an important connection to Idaho when the aircraft giant considers additional contracting opportunities.

A second Unitech contract, awarded last year, is for work on a pressurized oxygen tank that soldiers use on missions that take them over bodies of water. Unitech will reduce the weight and improve the performance of the product, increasing breathable air time of the system by 50 percent. That’s critical to survivability in emergency situations.

You might not be familiar with these companies. After all, flying in Idaho

often is seen as a necessity over our rugged terrain and sometimes becomes a favorite hobby for enthusiasts, but seldom is the business end of aviation highlighted.

The fact is, there are a number of companies serving the aeronautics industry. While most are relatively small and specialized, together they do everything from providing interior design services for corporate aircraft to making complex composite aircraft parts and even entire planes.

They are quietly successful.

They also are among our Project 60 Partners, contributing to Idaho’s economic diversity and continued growth.

Project 60 is a comprehensive initiative to grow Idaho’s Gross Domestic Product. Designed in three tiers to strengthen both rural and urban communities, the plan will create quality jobs for all Idahoans by fostering systemic growth, recruiting new companies to Idaho, and selling Idaho’s trade and investment opportunities to the world.



Radio Chatter

By: Frank Lester
Safety/Education Coordinator



**Aircraft
Overdue,
Missing, Not
Sure!**

A very important part of our job here at Aeronautics is the search for missing and overdue aircraft. One of our greatest fears is delaying a search because someone did not know who to call or was afraid to call. That has happened at least twice in the recent past.

Just this summer, a young woman called because her father hadn't checked in when he said he would, and his SPOT device stopped sending updates. She called us and within a few minutes we had confirmed that he had landed safely at Johnson Creek. He had forgotten to call, and his SPOT stopped updating

will be at least severely chastised.

If your worry is legitimate, call Idaho State Communications at 208-846-7600 or 800-632-8000 and ask for Aeronautics. Tell the dispatcher that you wish to report a missing or overdue aircraft and leave your contact information. We will promptly return your call.

As a reminder, cut out the small ad on this page and place it on your refrigerator. Give it to anyone who normally has knowledge of your flying and would be inclined to look for help if you were late or didn't show up. Remind them that it is our job to locate missing or overdue aircraft; that they will never be criticized for asking for our help; and the sooner they ask, the better the chance to find survivors, if the aircraft has in fact crashed.

Zimmerly Air Transport School of Flying – 1938-1944 – the War Years

Friends of the Lewiston-Nez Perce County Regional Airport have unveiled their newest display in the airport terminal entitled "Pioneer in Aviation - Zimmerly Air Transport School of Flying – 1938-1944 – War Years" based on the life of Bert Zimmerly, Sr., who died in a plane crash on February 17, 1949. Materials for the display were provided by his son, Bert Zimmerly, Jr., of Hillsboro, Oregon.

In the late 1930s, when the world was on the brink of WWII, the Civil Aeronautics Act of 1938 authorized and funded a trial program that would evolve into the Civilian Pilot Training Program. President Franklin D.



Roosevelt unveiled the program on December 27, 1938, to provide a needed boost to general aviation. Bert Zimmerly leased the Asotin County Airport in Clarkston, constructed a hangar, and founded Zimmerly Air Transport. Zimmerly partnered with the Lewiston Normal School (now Lewis Clark State College) which was one of the nation's 133 Navy-Civil Aviation Administration air training units during World War II. By the end of 1943 more than 1500 fliers were trained, more than any other unit in the country.

The Friends of the Airport are an informal group of four, whose mission is to promote public awareness of the Lewiston-Nez Perce County Regional Airport through information and with the approval of the newly created Airport Authority, William V. McCann, Jr., Chair.

For further information contact: Doug Black at 208-743-8201 or DeAnn Scrabbeck at 208-746-1853 or 208-553-8960 (cell).

Them Darn Birds

Here's some food for thought: We recently flew to Idaho Falls and tied down for a couple of days. While we were there, one of the line crew said he

See Radio Chatter

Continued on page 5

WORRIED?

**Aircraft late?
Didn't call as planned?
Did not arrive at their planned destination?**

**Call Idaho State Communications
208-846-7600 or 800-632-8000**

- 1. Ask for Aeronautics.**
- 2. Tell Dispatcher: "I wish to report an overdue aircraft."**
- 3. Leave your contact information.**

because it couldn't pick up the satellite after he descended into Johnson Creek. She apologized profusely. I reminded her that it is part of our job and never to be embarrassed or hesitant to ask for our help.

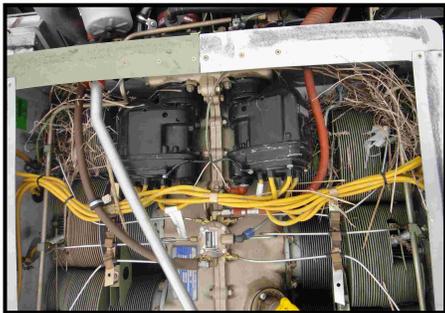
This is a common feeling, especially among family members, friends, or associates not accustomed to flying. People are afraid that they will incur large costs for calling out the troops or



Radio Chatter

Continued from page 4

saw a bird fly into the cowling of our 206 just above the prop spinner. A quick look into the front of the engine didn't show anything to be concerned about. However, the next day, during the preflight, a few pieces of straw were found. The pieces of straw were removed, but after a few moments of discussion, we decided to remove the top of the cowling as a precaution. This is what we found: two complete nests between the cylinders and the firewall...all in about 24 hours.



Be cautious...if in doubt...take a look.

New MIG 21 Exhibit Arrives at Idaho Military Museum

I recently spoke to Bill Miller, a retired Colonel in the Idaho Air National Guard (IDANG) and a member of the Idaho Military Historical Society Board of Directors, about a recent addition to the growing Idaho Military Museum. He asked me to pass this along: "Fifty-five donors chipped in to help the Idaho Military Museum purchase an ex-Polish Air Force MiG-21 'Fishbed'. The aircraft was purchased

from Ontario's Merle Maine, then transported by truck during darkness (yes, ITD-legal!), and delivered to the Museum on June 22nd. This is the Museum's third aircraft joining a PT-23 and an ex-ANG RF-4C "Phantom." A fourth aircraft, a 2-seat MiG-15 trainer, will soon be added and plans are to acquire a fifth aircraft, a historic IDANG interceptor. These aircraft have been added to a growing list of items of military equipment, uniforms, and other memorabilia exhibited at the open-to-the-public museum, located at the end of S. Orchard St. adjoining Gowen Field."

Congratulations Bill; it sounds like a place everyone should plan to visit and view some awesome history.

Johnson Creek Bench

The next time you fly into Johnson Creek, be sure to take a moment to have



a seat on the new bench that Tim Whitney and friends recently installed. The project required a year to complete, and they finally got the bench moved onto its concrete pads on June 29th.

On behalf of everyone who visits Johnson Creek and the Aeronautics Division, thanks for all your hard work and a great addition to a great airport.



New Light Sport DPE

If you have been looking for a Light Sport Designated Pilot Examiner (DPE), you have probably learned that they are as scarce as hen's teeth. In fact, I only know of one or two in the state. However, help is on the way: Mike Kincaid was just appointed by the FAA as a DPE for Light Sport Airplanes. Mike lives in Coeur d'Alene, where he also provides floatplane instruction.

Many Thanks for Your Assistance...

We have received \$6,155 in cash donations from visitors to our fly-in destinations in FY2011. Those unknown donors deserve our sincerest appreciation for their gifts because through their generosity we have been able to maintain the best facilities around.



Also, we owe our thanks to the Idaho Aviation Association (IAA) and the Idaho Aviation Foundation (IAF) for their hard work and generosity on the recently dedicated Garden Valley restroom-shower facility.

See Radio Chatter

Continued on page 9

**Missing or Overdue
Aircraft???**

**Report It
Immediately!!!**

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



Aviation Medical Matters

Airsickness

By: **Mike Weiss, MD, MPG, AME, CFII**

Airsickness is one of those “there are those that have and those that will” topics in aviation. Personally, unlike many in that category, I am still in the “those that will” group. For the past couple of years I have lived in Albania, and as a people, the Albanians seem inordinately susceptible to motion sickness. I have ridden over narrow, twisting, wash-board, pot-holed mountain roads in dilapidated, crowded old buses where the driver and I are the only riders without our heads in a barf bag. On hot summer days these poorly ventilated vehicles provide a pretty intense olfactory experience. I made a point of carrying a couple of plastic bags in my pocket to offer to anyone sitting nearby who became pale and sweaty.

Motion sickness is a sensation of dizziness and nausea, sometimes accompanied by vomiting that occurs as a result of motion in a moving vehicle such as a car, boat, or airplane. Although children between the ages of 2 and 12 and pregnant women are particularly susceptible, it can happen to anyone. In addition, symptoms may also include clammy skin, increased salivation, sweating, headache, light headedness, stomach pain, tiredness and yawning. Motion sickness is caused by hypersensitivity in the body’s balance system, which consists of three small fluid-filled, ring-shaped tubes in the inner ear known as the semicircular canals. These canals are set at right angles to each other and each canal is lined with cells that contain hairs with calcium crystals attached to the tips which protrude into the fluid. These hairs sense movement and acceleration in three dimensions. They are connected to the brain stem by a cranial nerve. Signals from both sides of our head are integrated with signals from the position sensory nerves of the joints throughout our bodies and visual cues from the eyes. Since people aren’t designed to fly, perceptual illusions are common, and often lead to motion sickness.

The symptoms can be reduced by getting a good night’s rest before a trip, avoiding smoking, drinking alcohol, or eating meals high in fat. Looking out of a window and avoiding unnecessary head movement may help as does trying to relax, playing a game, or listening to music or stories on a headphone. On the other hand, reading or writing will usually make it worse. Fresh air blowing into the face will help, but noxious odors like gas fumes or worse may cause one to become actively sick. Emotional upset and infections, particularly viral or bacterial ear infections also increase a person’s susceptibility to motion sickness.

A number of medicines are recommended for the prevention of motion sickness: over-the-counter pills including Dramamine (dimenhydrat) and Benedryl (dipheniramine); other antihistamines may also be helpful, but can cause drowsiness. Meclazine is a prescription drug that reduces the chances of drowsiness. Scopolamine cream or gel may be applied on the hairless area behind the ear and is slowly absorbed through the skin. A Scopolamine patch is also available; however, should any of the drug inadvertently get into your eyes, it will cause the pupil to dilate. Since this could be mistakenly read as a symptom of a serious brain problem, anytime you visit a health care provider before the drug has worn off, be sure to inform them that you have been using Scopolamine. Most pills should be taken an hour or so before the flight and can be repeated after 6 hours, if needed. The patch or cream should be applied about 3 or 4 hours before flying. The patch can be left on for up to three days.

Interestingly, airsickness is an area where the alternative medical treatments acupuncture and acupressure have been scientifically studied and found to be at least as effective as medicines for vomiting and better than the drugs for nausea. Acupuncture involves sticking small metal needles into specific locations on the body providing a therapeutic effect. Acupressure involves putting pressure or electrically stimulating these points through the surface of the skin.

Remember: an anxious or upset passenger is more susceptible to motion sickness. A calm, confident, prepared and professional pilot can reassure the passengers. A short explanation of how a plane flies may help. I usually use the analogy of a speed boat bouncing on the waves to explain why it is normal for a small plane to experience a bit of turbulence. Engaging them in the operation of the plane and having them help scan for traffic (spotting traffic can be a game that earns a reward at the end of the flight) may also help.

Finally on a more pleasant subject, I would like to thank all of you who helped me with the Aviation Interest Club of Korca. This was an extra project I did besides my primary Peace Corps assignment to Albania as a health educator. It was also one of my most fun and rewarding activities. Whether or not any of the kids become a pilot, they have surely had their horizons expanded.

MONITOR GUARD FREQUENCY

121.5!

If you hear a distress signal or radio call:

Note your altitude, location and time

and

PASS IT ON...IMMEDIATELY!!!

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



Air Race Classic Challenges Idaho Ninety Nines

By: **Patty Mitchell**

Air racing has challenged many a pilot for more than a century. The thrill and, yes, the danger, has beckoned every skill, personality, and aircraft to vie for the top prize. Women have not been immune to that desire.

In 1929, the first all-woman air race in America was flown. Today and for 35 years, the Air Race Classic (ARC) has continued that tradition. Author and pilot Gene Nora Jessen, who brought that first race to life in her book, *The 1929 Powder Puff Derby*, writes of the courage of those first women, flying coast-to-coast in old fabric airplanes, performing their own maintenance, and enduring the hazards of that first race.



Midwest Flood

June 16th found the three of us, Gene Nora Jessen, BJ Carter, and me, en route to Iowa City, Iowa, for the start of this year's Classic in our 1968 Beechcraft Musketeer. After several months of preparation including bringing the Musketeer up to race standards, waxing and polishing the airplane, and adding a number 2 to the tail, we headed out in the cool morning air: bags packed, fuel tanks topped off, sporting a new race-team name: "The Three Musketeers." Carefully stowed in the baggage compartment were 100 Mars Three Musketeer Bars, gifts for each of the 50 teams who came from all over the United States and Canada to participate.

Each participating aircraft had to be stock, non-turbo charged, and flown by a designated check airman prior to the race, who then calculated a handicap for that airplane. The airplanes had to pass rigid inspections including all logbooks and associated documentation. All aircraft systems had to be operational prior to the start of the race. The pilots were also closely scrutinized and had to present their logbooks for review along with proof of a current Biennial Flight Review, a current medical, and a certified pilot certificate. Each pilot had to have at least a private pilot certificate, except for the optional third pilot, who could be a student pilot.

The race course covered nearly 2700 miles through many states and differing landscapes. Each crew had to "fly-by" 10 pre-selected airports for timing purposes. At each stop, hospitality crews welcomed the pilots, providing water, food, and a ride to the hotel, if desired. This respite gave the pilots an opportunity to review their calculations for their next leg, to check weather, and to decide whether to continue on or to wait for tail winds that would increase their advantage on that leg. It is a race of strategy where each crew works to get the most out of their airplane and the most help from the weather.

Severe weather this year forced the starting point of the race to be moved to Alliance, Nebraska. We circumnavigated some bad weather and witnessed flooding in Omaha before we finally arrived at the new starting airport. The next morning, departing in designated race order, the competition officially began, flying our first leg to Great Bend, Kansas. Then with good tail winds, we continued on to the dry, hot landscape of Borger, Texas. Unfortunately, our poor Musketeer had



Parched Texas Landscape

to endure temperatures upwards of 105 degrees while we cooled off in our hotel. Next, it was on to Norman, Oklahoma, and the home of Oklahoma University (OU). The landscape below our wings changed from the brown and red dirt of Texas to a more familiar shade of green.

Our arrival in Norman was especially enjoyable for Gene Nora, an OU graduate as she says, "A hundred years ago," and where she began her flying career as a flight instructor. In her honor, we Three Musketeers bought red OU aviation t-shirts. After sharing a nice visit and lunch with the Ninety Nines, we launched for EI Dorado, Arkansas and then finally the last leg to Mobile, Alabama. We reached Mobile the next day, flying by with a "great roar" and best speed over the final



See Classic
Continued on page 9



ACES High

By: Sholeh Patrick

It wasn't aviation's \$2 billion economic impact for Idaho (\$129 million in Kootenai County). It wasn't the humanitarian appeal of search and rescue missions, firefighting, or medical transports, although they strengthen the draw. Hayden resident and Coeur d'Alene Charter Academy sophomore Elena Johnson simply loves to fly. It runs in the family; mom is a pilot and brother Aaron was logging hours in classic warbirds at the age of two. Elena is rather fond of yellow Cubs, like pilot-writer Mike Kincaid's as it glides over glassy Hayden Lake each summer.

What Elena couldn't understand is why a fellow student at the Aviation Career Exploration (ACE) Academy - a mini-camp for young aviators sponsored by the Idaho Transportation Department's Division of Aeronautics - was texting during their navigation flight, instead of looking down at the Boise terrain.

"My phone was off," she said. "I mean, what's not amazing and beautiful about mountains and rivers from 8,000 feet?"

ACE Academy began as a Federal Aviation Administration program over 20 years ago; ITD's aeronautics division took it over in 1997. Each summer about 30 teens from around the state are introduced to multiple aspects of aviation at the

three-day academy in Boise. ACE kids have toured an FAA control tower and airport operations, Idaho's Air National Guard

(getting up close and personal with the elite A-10), Boise's Warhawk Air Museum, Search and Rescue, Homeland Security, Boise State University (they have a wind tunnel and wing design project), private aviation companies, and the National Interagency Fire Center, to name a few.

"My favorite, other than the flight of course, was probably the fire center," Elena said. Some students also found NIFC's sewing room surprising, where firefighters known as Smoke jumpers maintain their own parachutes.

Why does the state do this? Fulfilling Aeronautics' mission to "foster and promote aviation" is the easy answer, but not the best.

"The greatest satisfaction is seeing that ear-to-ear grin of a young man or woman who has just received their first flight in a small airplane...It is the best



part of my job," said Frank Lester, ACE Academy director and the division's Safety/Education Coordinator.

On the last day, pilots volunteer their time and aircraft to take the ACE students for flights into the Boise foothills. Flying isn't cheap and contrary to popular belief, it isn't necessarily a rich man (or woman's) sport. It took me two years to get a license in financial fits and starts. For years thereafter, I traded flight time for work (and still would). One flight at a time delays things, but it's well worth it to, as Royal Air Force pilot John Gillespie Magee put it, "slip the surly bonds of earth and dance the sky on laughter-silvered wings."

Elena has already started saving. That's my girl.

For more information on ACE click "Events" at <http://itd.idaho.gov/aero/> or



call the division at (208) 334-8775. To the staff, agencies, pilots, and other volunteers who made the 2011 ACE Academy possible, a heartfelt thanks.

Sholeh Patrick is a columnist for the Hagadone News Network and may be reached at sholehjo@hotmail.com.



Classic

Continued from page 7

timing line. We zoomed up to pattern altitude over the beautiful Gulf of Mexico with blue waters matching the clear sky that has been our home for these last four days.

A large, enthusiastic crowd greeted the participants as we taxied to our spots on the ramp. A group of young girls from the Boys and Girls club of Mobile met our aircraft. Two of the girls who had adopted our team and followed us throughout the race, were wearing t-shirts with the number 2 emblazoned on them, each giving us hugs and making us feel so welcome. They were thrilled to sit in the Musketeer, learning about our aircraft and talking about our flight. We shared lunch with them and listened as they told us about their aviation studies and how well they were doing in school. We presented each of them a cap with a biplane and the "99" logo, encouraging them



to keep up their grades and continue their aviation studies.

Well-organized and challenging, the race allowed us to enjoy the camaraderie of many interesting and accomplished women pilots and to fly over such varied and beautiful landscapes, from quaint little American towns, to big cities, and the mighty and often destructive Mississippi River. Words failed us as we absorbed the beauty of an early morning flight while watching yellow crop dusters below our wings spraying the lush green fields. Seeing a picturesque landscape that combines the beauty of little town water towers, rivers, lakes and oceans, makes us so thankful to live in such a beautiful country and realize that the freedom to fly is why we race.



Radio Chatter

Continued from page 5

Thanks to everyone for their exceptional support.

Sulphur Creek Webcam

There is now a web cam at Sulphur Creek. It was funded and installed by the IAA and IAF. It can be found at the following web address <http://idahoaviationfoundation.org/airstrips.php?webcam=12> or through the IAAs website.

Thanks again to everyone for all your hard work.

Idaho Wing of the CAP Installs New Commander

The Idaho Wing of the Civil Air Patrol recently held a change-of-command ceremony. Lt. Col. Frederick

Thompson replaced Col. David Guzman as the Idaho Wing Commander.

The official auxiliary of the United States Air Force, the wing commander has the responsibility for the nine squadrons that comprise the Idaho wing.

See Radio Chatter

Continued on page 15



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Idaho Flying Gal

By: Mike Kincaid

Gray skies with wisps of fat snowflakes swirling onto the frozen ground: another winter day in North Idaho and a good reason to take advantage of a training opportunity in “sunny” California. The joke was on me in thinking a three week course in “The Olive Capitol of the United States” would be an improvement over Hayden Lake’s climate. Corning California’s weather was just as mean—cold winds howling, clouds spitting big rain drops, even snow on one nippy morning.

Fortunately, the course was much better than the weather and, true to the name of the hosting company—Rainbow Aviation—one afternoon an amazing rainbow broke out over one of the area’s famous flowering olive groves. Even better was meeting some great folks who were also from Idaho. Rainbow’s co-owner told our class how she had pretty much confiscated a young man whose work ethic in running a booth with his parents at Oshkosh impressed her—Boise’s Bret

how to maintain their own airplanes. That’s when Cammie announced that it was too late, as “My husband married me for my tools!” I realized then that Cammie was the one who’d keep the rest of us slackers awake during the



long hours in a stuffy classroom with her doses of humor and insight. I especially appreciate her telling us about surprising her husband by changing the oil in his pickup. Lying under the engine, she felt something wet and warm under her luxurious hair. It took several washes to get the engine oil from her long locks



Evans, now the “airport kid” for the company. Bret is the wingman to mechanic Jasen Golden from Payette. The Idaho connection runs deeper, as the life of the otherwise mostly serious class was Boise resident Cammie Patch.

Early in the course, the instructor told us mechanic neophytes not to run out and buy a bunch of expensive tools, especially since some of the students were taking the course just to learn

and is what we pilots like to call a “learning experience.”

Besides her engaging personality, Cammie stood out for another reason: she was the lone female in a classroom full of airplane-junky guys. It’s been just over a hundred years since the world’s first female licensed pilot, French socialite Raymonde de Laroche, said that flying was ideal for women because it “didn’t rely on strength as much as

on physical and mental coordination.” Cammie demonstrated these characteristics during the course, plus she was one of only two flight instructors in the class.

As a child, Cammie didn’t have much exposure to aviation. And as a young adult, flying seemed “like a great adventure,” but then there was the

money thing which stops many in their desire to fly, so she put in seven years with the Coast Guard serving as a Boarding Officer, Explosives Loading Supervisor, and an Oil Pollution Investigator. With her spare change, Cammie signed up for a flight lesson, earning her Private Pilot wings in just forty-five hours during a cold Delaware winter. Getting a serious case of the piloting bug, she joined a flying club at Dover Air Force Base and became the Assistant Manager. In just two years, she acquired an instrument rating, along with ground instructor, flight instructor, commercial certificates, and then began instructing for the flying club. At first Cammie had not considered a career in flight instruction, but then she realized how great it was to pass on her knowledge to others wanting to fly, while sitting in the right seat. Amazed that there aren’t more women in aviation (women account for only 6.2% of active pilots in the U.S.), she made the bold decision to go west – all the way to Boise to start her flight instructing career.

Based both at the Boise and Hailey airports, Cammie has an intriguing

See Flying Gal

Continued on page 11



The Color of Aviation:

Gregory Lynn Poe

1953-2011



May the road rise up to meet you.

*May the wind always be
at your back.*

*May the sun shine warm upon
your face, and rains fall soft
upon your fields.*

*And until we meet again,
may God hold you in the
palm of His hand.*

An Old Irish Blessing

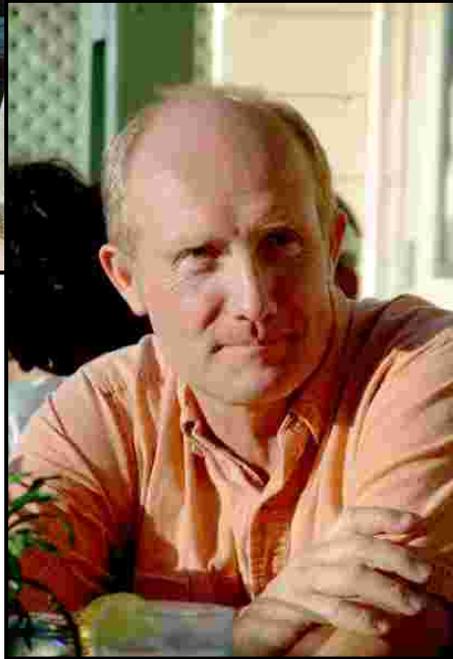
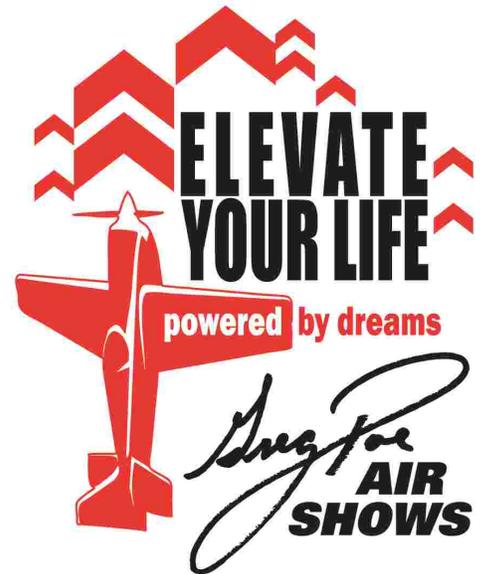


Photo by Kris Lavandero



Greg was a man of enormous talent, who turned personal tragedy into a positive, uplifting message for thousands of children. It is with unmitigated sorrow that we accept his passing, but with unabashed Idaho pride and sincerity that we celebrate his message.

Flying Gal

Continued from page 10

business model. There is no front desk secretary, no maintenance director, and no manager. Instead, she and her instructors share the load by carrying “smart phones” with email and text capabilities, allowing for quick response to customer inquiries. Riding on the leading edge of the aviation training industry, she focuses on new-fangled technology like glass-cockpit instrument navigation, along with accelerated training programs and a dose of bush flying. Her current endeavor delves into the latest and greatest aspect of aviation, Light Sport. This new class of pilots and airplanes makes flying affordable to many who could not pursue flying before. A Sport Pilot can obtain a certificate in half the hours of a Private Pilot; buy a brand-new airplane for a reasonable price, then take an

accelerated class to maintain it. Included in her fleet, Cammie has a new Light Sport Atec Faeta – a sleek and sporty composite airplane; a Piper Archer with the latest GPS gadgetry; a Cirrus with fancy instruments, airbags, and an airframe parachute; a Cessna 206 with a class cockpit and gear for landing on Idaho backcountry airstrips; and a basic training Cessna 172.

As someone who considers working with customers from all over the world a perk, Cammie enjoys introducing people to our “beautiful state and its friendly residents.” She sees the Boise airport as the perfect place to learn to fly, with just the right mix of traffic, along with outstanding air traffic controllers. Then, just a short hop from Boise, she can show clients breath-taking views of deep river canyons and amazing mountains. Cammie and her staff at Glass Cockpit Aviation donate time and

resources to the Nampa-based Mission Aviation Fellowship, training pilots who make “an impact around the world.”

Cammie recently purchased property on a paved runway just east of Boise where she and her husband plan on building a large hangar and a log home. Once having considered using flight instruction as a path to the airlines and flying bigger airplanes, she sums up her career status with: “I can’t imagine getting more satisfaction, or having as much fun as I do now.”

Mike Kincaid is a retired Alaska State Trooper, author of “Alaska Justice” and “Alaska and Beyond,” and resides in Coeur d’Alene where he provides floatplane instruction. The article “Idaho Flying Gal” first appeared in *Idaho Magazine* and is reprinted with permission.



Calendar of Events

SEPTEMBER

- 12-30 **Payette Airport (S75) closed** for runway improvements
Check NOTAMs — Dave Koeppen, 208-707-0715, davidko@fmtc.com
- 17-21 **NAMPA AIRPORT (MAN) RUNWAY CLOSURE:**
9/17 @ 7:00 pm to 9/21 @ 7:00 pm, CHECK NOTAMS
- 17 **Priest River Fly-In** — Parking Limited! — Bob Hatfield,
208-290-3893, rhatfield@wildblue.net
- 20 **Safe Pilot Meeting**, Lewiston (LWS), Division of Aeronautics,
Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 21 **Safe Pilot Meeting**, Sandpoint (SZT), Division of Aeronautics,
Frank Lester, 208-334-8780 or 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

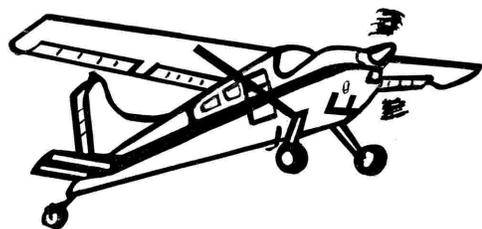
OCTOBER

- 5 **Safe Pilot Meeting**, Twin Falls (TWF), Division of Aeronautics,
Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov
- 6 **Pilot/Controller Forum**, 7-9 PM, Boise River Room,
Boise Airport Terminal (B01)
- 7 **Boise Airport Runway Safety Action Meeting**,
2-4 PM, Boise River Room, Boise Airport Terminal (B01)
- 14-15 **Flight Instructor Refresher/Pilot Safety Clinic**,
Red Lion, Lewiston (LWS) — Idaho Division of Aeronautics,
Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov
- 15 **Rudder Flutter article deadline**

NOVEMBER

- 13 **10th Annual Veterans' Breakfast**, Warhawk Air Museum
201 Municipal Drive, Nampa airport; pancakes, eggs, sausage, hash browns,
orange juice, coffee & milk. 8 am to 12 pm. \$6 general admission,
\$3 for seniors, veterans & children 12 & under. Warhawk: 465-6445

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



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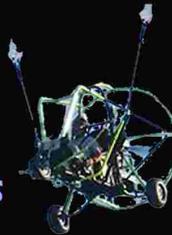
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cammie@glasscockpitaviation.com

Sun Valley location:
Located in Atlantic Aviation (KSUN)
(208) 720-1537
john@glasscockpitaviation.com

Please visit our website for more details

www.glasscockpitaviation.com



Fly-In, Breakfast, and Free Plane Rides Help Celebrate Gooding Airport Improvements

By: **Randy Quigley**

It was a perfect day for a fly-in: gorgeous weather, lots of interesting aircraft to look at, plenty of community members enjoying a pancake breakfast along with state and local dignitaries as the improvements to the Gooding Municipal Airport were celebrated.

The Gooding Airport Flyers Association has sponsored an annual fly-in and breakfast for the past 14 years promoting aviation and giving community members a sense of pride and ownership in their airport. As part

of the event, a free airplane ride is included with the purchase of a breakfast. Young and old alike lined up to experience their first airplane ride and a chance to see their community from a pilot's perspective. Judging by the smiles emanating from their faces, it was well worth it.



This year's fly-in showcased Gooding's new runway, taxiway, and apron. Adding to the improvements, High Range Aviation built a new FBO giving the airport a brand new look and feel. Two years ago the Gooding Airport



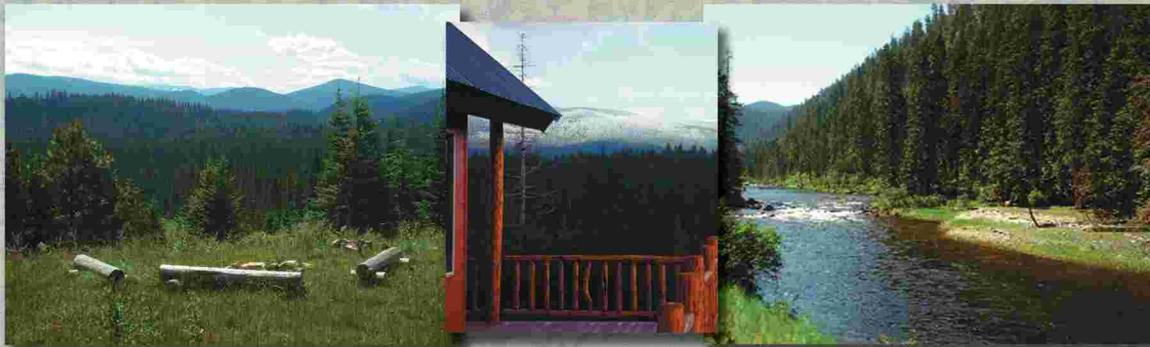
High Range Aviation

See Gooding
Continued on page 15



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Gooding

Continued from page 14

was the fastest growing airport in the state with over 82 aircraft on the field. With the addition of self-service fuel, and an upgraded maintenance facility, the airport has earned regional business airport status.

In his remarks, General Darrell Manning, ITD Board Chairman, pointed to the airport's rich history when he said, "...the Gooding Airport was one of the first paved airports in this area as part of the 1942 development during World War II to train pilots for the war effort and to defend the United States in the case of a pull back from the west coast. It was a very important part of our national defense and remains an important part of this area today."

John DeThomas, Division of Aeronautics Administrator, further stated that the Gooding Airport was the first in the Magic Valley to have scheduled commercial airline services shortly after World War II and today contributes \$11.7 million to our economy.

Mayor Duke Morton assisted in the ceremonial ribbon cutting, holding one end as Dale Thomas, Airport Manager, taxied his aircraft through the ribbon, officially opening Gooding's new and improved municipal airport.

If you are looking for a friendly, country-style airport to visit with some upscale facilities, include GNG as part of your flight planning. You won't be disappointed.



Local residents line up for their free flight.

Radio Chatter

Continued from page 9

Thompson was promoted to the rank of colonel at the change of command ceremony.

Thompson's last assignment in the Air Force was as the vice commander of the 366th Fighter Wing at Mountain Home Air Force Base.

Enthusiastic Scouts from North Idaho Earn Their Aviation Merit Badge

Lee Hannibal, IAA District 1 member and local Boy Scout leader, wanted to let everyone know that Boy Scouts from North Idaho participated in a recent field trip to Coeur d'Alene as part of their aviation merit badge requirements. He said, "It is a difficult merit badge for a 12-year old to earn, taking over two months to complete. But they have so much enthusiasm, it makes teaching the merit badge fun."

More than 25 boys and their parents attended the field trip. Each boy had to complete a pre-flight inspection on a Cessna 150. They were then treated to a flight around the Coeur d'Alene pattern in a Piper Pacer.



L-R: Nate Heart, Ryan Oliver, (Idaho Aviation Hall of Fame Inductee) Gene Soper, Val Wold and Lee Hannibal in front of Gene's one-of-a-kind Tomson Bi-plane.

Aeronautics Airport Manager Asks Your Assistance in Maintaining Our State-Operated Airports

Gary McElheney, Aeronautics Airport Manager, has developed an Airport Condition Survey and asks that you take a moment to fill it out when

See Radio Chatter

Continued on page 18

Fly Clear of Wildfire

Interference, Collision, Violation

Don't Risk It

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

Be safe. Stay away.

airspace.nhtc.gov
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faasafety.gov



Land Use

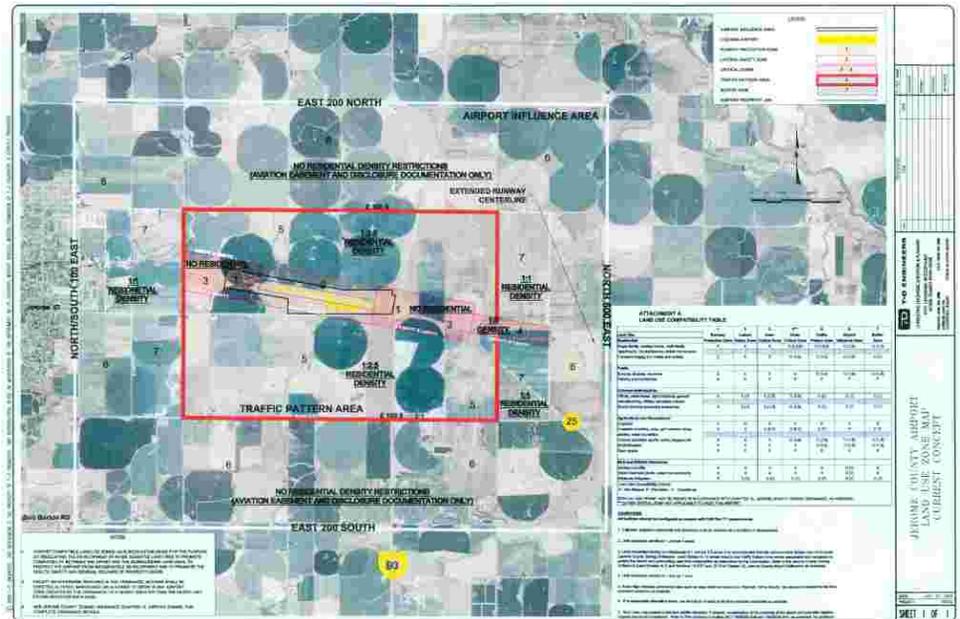
Continued from page 3

“From the outset, public interest and participation was strong,” explained Bill Statham, Airport Project Manager for the Aeronautics Division.

“The organizational meeting and subsequent hearings were well attended and productive,” he said. Public and private parties worked diligently to find a “balance between what’s recognized as best management practices for establishing zones around the airport with the desires of local property owners.”

New plans needed to incorporate existing uses and those already approved, for land near the airports while protecting flight paths and potential long-range airport development and expansion.

Few of Idaho’s general aviation airports experience problems with associated noise, so that was not a significant part of Jerome County’s revised plan. Airspace required at both



Jerome County Airport Land Use Zone Map - T.O. Engineers of Boise

county airports was well defined, although modified slightly in the new plan.

The greatest concern was over the airport influence area – a 20-square-mile zone around the Jerome County airport and a 16-square-mile area around Hazelton’s airport. Those zones specify

allowed and prohibited uses, such as housing density and subdivisions, commercial/industrial uses, agriculture, recreation, public uses and birds and wildlife.

Airport impact areas and air traffic zones at both airports were

reduced slightly as a result of public input. The final product – a 13-page airport zoning ordinance – reflects attention to detail and a willingness among most participants to reach an acceptable compromise.

“For the county commission and planning and zoning commission to approve the maps and ordinance as last submitted is an incredible accomplishment for Idaho,” Statham said.

“This is a significant, positive step forward on the part of Jerome County to provide protection for not only the airport and the airport users, but also for persons living near the airports. The zoning ordinance is so structured that it provides for consideration of alternative development proposals around the airport within the framework of the protections recognized as essential for the public use airports.”

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Putting Wings on Your Dreams...Affordably

By: Ben Brandt,
President, T-Craft Aero Club

Finally, summer has arrived! A long, cool spring and a late summer prevented many of us from enjoying early on our favorite backcountry destinations. However, with the cool weather we did enjoy great aircraft performance and smooth air.

But now that it has heated up, we seem to be waiting for the economy to follow suit. This is bad news for many of us as the slower economy makes flying seem that much more expensive. While airplane values have dropped making them more affordable, operating costs have continued to go up: fuel, insurance, hangar fees and maintenance costs continue to rise with little relief in sight.

It is during times like these that many pilots sell their aircraft, reduce or eliminate their flying, or give up on their dream of flying altogether. The cost of owning an aircraft quickly escalates when you include the "hidden" additional fees and costs. With little or no power to negotiate a reduced rate, those costs will rapidly exceed one's budget.

But thankfully, there are other options. For those who cannot afford to own their own plane, flying clubs offer an excellent way to share costs and



reduce the individual financial burden. Flying may never be cheap, but it can be affordable.

T-Craft Aero Club in Nampa is one of those options. T-Craft has six aircraft ranging from training aircraft to capable backcountry and cross-country aircraft, allowing pilots and students many unique opportunities to fly.

Recently, my family and I flew to a backcountry airstrip for three days of camping. What would have taken four hours of driving was reduced to a mere 40 minutes full of amazing mountain views. In that three days we met fellow pilots from five different states, who, like us, wanted to get away for the weekend. One couple brought their dogs. Pilots have a unique community all their own, and it is great to have the opportunity to be a part of it.

On another occasion we flew to the Oregon coast. Nobody ever talks about the 10-hour drive in the car



except that it was long. Our 16-year-old son hasn't stopped talking about our "non-drive" to the coast. Perspective certainly changes from a height of 6,000 feet. Flying to your favorite vacation destination is not only convenient; it is also an exciting way to travel.

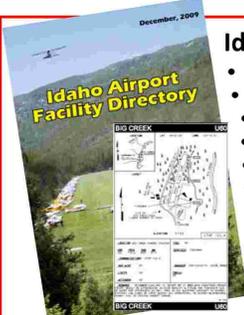
These trips were facilitated not only through the availability of T-Craft aircraft, but with the help and encouragement of the members and instructors involved in the club. While pursuit of these dreams has taken me a few years, I now know that realizing those dreams would have taken much longer, if at all, were it not for T-Craft.



Not a pilot; that's okay. You can learn to fly as a member. T-Craft offers a great way to put wings on your dreams. Joining the club offers you low hourly rates, safe and well-maintained aircraft, and a cadre of seasoned flight instructors. Our monthly safety meetings, annual fly-in and breakfast at Garden Valley and numerous other events, give our members a chance to talk with other pilots, increasing their knowledge or just enjoying the camaraderie and spirit of the aviation community.

We invite you to join our community and pursue your dreams of flight. Come visit us at www.t-craft.org and let us put 'Wings on Your Dreams'.

DON'T FLY WITHOUT YOURS!



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Radio Chatter

Continued from page 15

you visit one of our state-operated airstrips. Depending on the location, forms may be found at the airport. However, a copy also appears below. Please feel free to make copies and put

them in your flight bag. When you pass through one of the airstrips listed, take a moment to complete a form and drop it in the mail, bring it by the office, or scan it and forward it by email.

Help us keep our airstrips the best in the west. Your assistance is greatly appreciated.

Final Thought...

From Payette's Dave Koeppen: Payette airport now has both 100LL avgas and 91 octane mogas at the self-serve pump.

AIRPORT CONDITION SURVEY

Idaho Division of Aeronautics

Please provide your input to help maintain our State-Operated airstrips by completing the survey below. Drop it in the survey box or mail to Idaho Division of Aeronautics, PO Box 7129 Boise, Idaho 83707-1129.

Please circle the airport(s) you are reporting on:

All	Cavanaugh Bay	Laidlaw Corrals	Porthill	Smiley Creek
Antelope Valley	Copper Basin	Magee	Pine	Stanley
Atlanta	Cox Well	Magic	Slate Creek	Warm Springs
Bear Trap	Grasmere	May	Smith's Prairie	
Big Creek	Henry's Lake	Midway	Reed Ranch	
Big So. Butte	Hollow Hop	Murphy Hot Spr.	Thomas Creek	
Bruce Meadows	Johnson Creek	New Meadows	Twin Bridges	

Please mark your evaluation with an "X" for each condition.

Condition	Very Poor	Poor	Average	Good	Very Good
Runway (smoothness, marking, rodents, etc)					
Restroom Condition (if available)					
Campsite Condition (trees, lawns, walkways)					
Facilities Condition (fire pits, picnic tables, shelters)					
Caretakers (helpful, friendly, knowledgeable)					
Safety concerns (if yes, please amplify below)	Yes	No			

Comments:

Name and Phone # (Optional) _____

Thanks for your help,
Gary McElheney, Airport Manager, Ph: 208-334-8893



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



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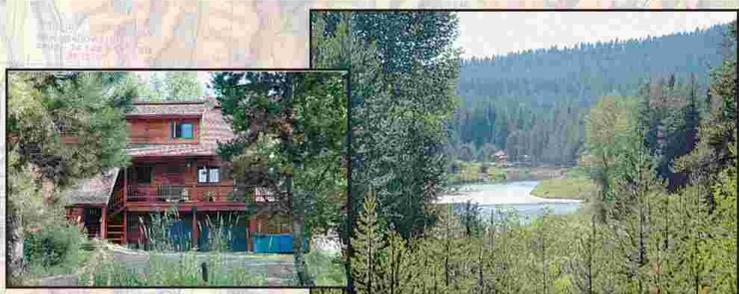
LAKEFRONT



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



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



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

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Email:	<input type="text"/>			State:	<input type="text"/>
				Zip:	<input type="text"/>

AIRCRAFT REGISTRATION Maximum fee - \$200.00

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

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

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

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

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