Early one October morning in 2008, eager to put in a day of deer hunting up on the Middle Fork of the Salmon, I headed out to the Caldwell Airport and my trusty Cessna 185. Although I was very anxious to get airborne, it had just come out of maintenance, and I wanted to be especially meticulous with the preflight and every checklist item. In spite of my caution, I lifted off of runway 12 by 7:15. It was just beginning to get light in the east as I headed toward the Middle Fork.

As I climbed out, I heard Boise Approach talking to an airliner, asking about any icing conditions they may have encountered. Other than light rime icing between 14,500 and 16,500, they reported nothing else. Icing would not be a problem as I planned to remain well below the cloud base. The weather forecast called for good visual flight conditions throughout the day.

Approaching Bruce Meadows, the ceiling began to lower and light showers were in the area, but visibility remained good. Passing Morgan Ranch the showers stopped and visibility increased significantly. The mountain peaks were obscured, but at 1500 feet, weather was not a factor. I thought to myself, “What a beautiful morning it is going to be.”

I began a slow left turn to remain within the canyon and felt a very slight bump in the control yoke as I moved the ailerons. I tried to increase the bank, but nothing happened. The control yoke went well beyond its normal stop without a corresponding increase in turn. I then reversed the yoke, moving it all the way to the right, still with no corresponding change. The plane remained in a left turn, but I had no aileron control. I pulled the control yoke back and it all but fell into my lap. Unknown to me, the control yoke had completely come apart behind the instrument panel. I had absolutely no control from the left seat except for rudder.

I reached for copilot’s yoke. I soon discovered that I hadn’t any aileron control there either, and although I had limited elevator control, it seemed to be binding on something. Suddenly, the left bank decreased and the left wing returned to a nearly level position and then began to increase bank again, stopping at about 25 degrees, all without any input from the ailerons. Although the rudder worked, it didn’t appear to be very effective; the airplane continued to yaw and roll in both directions. Apparently uncontrollable, I thought the plane would roll over and crash and that I would soon be dead. I reduced power in hopes that it would stabilize the airplane; it did.

I made several MAYDAY calls on 122.9, but never received a response. I then switched to 121.5 and made

By: Dennis Scifres

The cockpit shortly after landing. Photo by Dennis Scifres

I made several MAYDAY calls on 122.9, but never received a response. I then switched to 121.5 and made

See Aircraft
Continued on page 15
Idaho’s Backcountry Needs You!

By: Darren Vaughn

Back country airport maintenance is an ongoing volunteer activity that needs the participation of each and every pilot who flies in Idaho. Volunteering not only provides for good company and camaraderie, but it also gives us a chance to visit many of Idaho’s premier aviation destinations and keeps the use of our back country strips alive. This is why I am a member of the Idaho Aviation Association (IAA).

In July 2010, the IAA participated in a work party at the Big Creek airport. We removed ground squirrels, which have been wreaking havoc on the airstrip, mowed the runway and set a date to begin watering. While we were there, an Idaho Public Television crew flew in to film a segment for the show “Flying Idaho”. Although little of the footage from Big Creek made it into the final cut, it sure was great for them to show an interest in what we were doing and for us to demonstrate the importance we place on preserving these important destinations.

We have a responsibility as mountain pilots to be stewards of the land that we use and to be kind to the people and places that we visit. If you fly the Idaho back country, please volunteer or contribute in some way to help ensure the future of some of the greatest state resources in the lower 48 states. Your support demonstrates your commitment to these principles.

Cameron, Darren, Jennifer, and Austin Vaughn
Going LSA…On Floats

By: Mike Kincaid

Spotlighting the towering Bitterroot Mountains, the fall sun heralds another beautiful North Idaho morning. Heeled onto the sandy beach of pristine Hayden Lake, the little yellow J-3 makes the scene perfect. But something isn’t quite right—the left wing seems to be flapping in the light breeze.

Closer inspection reveals bad news. “Ol’ Yeller,” my faithful ’46 Cub, had been attacked during the night. Fabric was torn from the twisted metal trailing edge. An inspection by my mechanic reveals the only evidence, long hairs recovered from the wing. However, before the mystery can be solved, the fabric must be made airworthy. A quick repair is completed just as a seaplane-rating student arrives.

Climbing to our usual 800 feet AWL (above water level) altitude, my mind replays yesterday’s repeated approaches as fodder to improve the student’s glassy water technique. That’s when I remembered the big bull moose alternately chasing, and then being chased by horses. Setting up for repeated “splash n’ goes,” our passes over the pasture on the north end of Hayden Lake were apparently cramping the style of the nicely-antlered moose challenging equines for the natural food source. It must have been about the third pass that he began plotting revenge.

Envision a vintage seaplane bobbing in the water in front of your lakefront estate. Unfortunately, there are impediments to this vision. First, lake estates generally cost a bundle, something not all pilots have these days. Second, a straight-float seaplane on a lake west of Anchorage, then onto a ski-equipped Super Cub was from a bumpy little strip in Talkeetna, Alaska almost forty years ago. Awkward-feeling at first, the tube and fabric enveloped me in the confined space of the back seat as I peered out through the scuffed Plexiglas at towering Mount McKinley. Eventually graduating to the front seat, the Cub began to fit me like a glove. And, like any pilot who at first complains of how tight the cockpit is will tell you, the pilot becomes one with the airplane.

From leaping off a cliff high on the slopes of Denali in a ski-equipped Super Cub to obtaining a seaplane rating on a lake west of Anchorage, then onto a career with the Alaska Department of Public Safety, Cubs have saved my tail, sometimes in spite of sloppy flying. Battling severe turbulence, banging onto terrible excuses for landing strips, hauling everything from moose meat to prisoners and body parts, as well as surviving a couple of metal-bending “incidents,” it was only logical that I’d choose a Cub to start a post-retirement seaplane-training business.

Airplane manufacturers over the years have tried to improve the Cub—some were successful in offering more room, bigger engines, and creature comforts—but I’ve never flown one that matches the bush capabilities, no matter if on tundra tires, skis or floats (I’m not counting the Legend or Cub Crafter’s productions, as they are the real thing). Besides STOL performance, there’s something about the classic lines of a Cub, drawing the attention of aviators and normal people alike. One student even referred to Ol’ Yeller as a “babe magnet” when a blonde beauty wearing a translucent summer dress strolled down the beach, sweetly asking him all about seaplanes.

So, why sell Ol’ Yeller? Parting with my beloved ’46 J-3 wasn’t easy. However, after a complete rebuild and recover, she was in her prime, but continued seaplane instruction is a guarantee she wouldn’t be for long. The old girl had definitely earned an easier life, and when a gentleman from Texas emailed me about wanting to sell his Savannah, replacing it with a J-3, a deal was struck.

The Cub’s replacement had to be legal and practical for seaplane instruction, so I had narrowed my short

See Floats
Continued on page 5
Radio Chatter

By: Frank Lester
Safety/Education Coordinator

Hi everybody… just wanted to pass along a few notes that have come up since the last issue:

Thanks…

Laura Adams, who wrote a great article about the Ninety-Nines’ Friday-night social and the featured speaker, LtCol/Dr Kathy Hughes, asked that I include a thank you to the EAA 103 on behalf of the Ninety-Nines for the use of their hangar. The EAA 103 is the Treasure Valley chapter of the Experimental Aircraft Association (EAA), a non-profit, volunteer organization dedicated to the promotion and enjoyment of sport/recreational aviation. They kindly allowed the Ninety-Nines the use of their hangar throughout Friday afternoon as a resting area between tours as well as for the social that evening. The Ninety-Nines express their deepest gratitude to the EAA for their exceptional generosity.

Idaho County Airport…

Here is an update on Idaho County Airport. I hope you will find this useful: The airport identifier has changed from S80 to GIC. No date has been given, but we will pass it along when we are notified. Other information you may find important: AWOS 3, Frequency: 118.175, Phone: 208-983-0306; Unicom: 122.8; Airport Manager: Mike Cook, phone: 208-983-1565; mcook@idahocounty.org; Site Manager: Norman Lowe; Phone: 208-983-1565; nltm@q.com. If you hear of other changes, let us know so we can get the word out.

Invasive Species and Seaplanes

Amy Ferriter, Invasive Species Coordinator for the Idaho State Department of Agriculture, provided an update on the Invasive Species program to Aeronautics. John DeThomas, our Aeronautics Administrator, asked that I pass it along to you:

“…I appreciate the [Seaplane Pilots] association taking a proactive approach to the [Invasive Species] issue here in Idaho. As an update to that effort, I wanted to let you know that through the Pacific State Marine Fisheries Commission, we were able to collaborate to produce the following video for the general seaplane pilot audience: http://www.youtube.com/watch?v=7IFiQIbwiwro. I hope that this video is useful in explaining the invasive species issue to the relevant aviation-related audiences and provides some good info on how seaplane pilots can help us in the effort.”

This link will also be available on our website: www.idt.idaho.gov/aero.

New Website for the Idaho Aviation Association…

Nadine Burak asked that I let everyone know that the Idaho Aviation Association (IAA) has a new website: www.idahoaviation.com. I just took a look and here it is in their words:

“Welcome To Our New Website! Our goal is to provide an accurate, current display that is creative and useful. We are anxious to hear your reactions to the new layout and solicit any newsworthy items for inclusion. Feel free to send pictures, announcements, and other items of interest to the membership to info@idahoaviation.com. Thanks for joining us!”

If you are a concerned aviator and want to learn more about Idaho aviation and the issues we face, then the IAA is the place to be. Take a moment to visit their new site and see what’s happening around the old airpatch.

Aerial Search…

Two important items: first, if you haven’t already heard, in a January 11 decision, the FCC has reversed its decision to prohibit the manufacture, sale, certification, importation, or use of 121.5 MHz ELTs. Objections by the FAA and aviation groups including the AOPA were instrumental in achieving this reversal. As stated in a recent AOPA article, “The FAA believes that the current supply of 406 MHz ELTs is not sufficient to replace all existing 121.5 MHz ELTs in the short term, so, given that most General Aviation aircraft are required to carry ELTs, a prohibition on 121.5 MHz ELTs would effectively ground most such aircraft… It also is concerned about the cost of equipping aircraft with 406 MHz ELTs…

AOPA… has long held that the benefits of advanced ELTs must be balanced against cost and the needs of the individual aircraft owner. AOPA supports the installation of these more advanced ELTs on a voluntary basis, but maintains that decisions to replace an existing ELT should be left to the discretion of the aircraft owner.”

Secondly, related to the above rescission, is our continued emphasis on monitoring Guard Frequency (121.5) by all GA aircraft, whenever possible. Without the benefit of satellite monitoring, notifying authorities of an activated ELT becomes the responsibility of all GA pilots. We may be the first and only ears to hear it, and our quick response could be the difference between death and survival for the pilot and passengers.

Furthermore, the recent search for a Cessna 182 that was eventually found in Oregon highlighted the need to ensure all available assets are brought to bear in an aircraft search. The sooner

See Radio Chatter
Continued on page 5
list to a Special Light Sport Aircraft (S-LSA). Next, I wanted a plane which accommodates amphibious floats to avoid moose and other obstacles associated with storage on a lonely beach. The Texan’s plane met that criteria, plus, akin to the promise of Ponce d’Leon’s stinky water, I gained many years of advances in technology and in age. The Savannah boasts great STOL performance, lighter weight materials—the carbon-fiber-Kevlar floats for example, weigh less than the straight floats on my J-3 and more than seventy pounds lighter than metal floats.

Surprisingly, the Savannah, although weighing only 841 pounds on the amphib, has a cabin that’s wider than Cessna 185 and a payload on amphibious gear of 669 pounds, which is considerably more than many two-seat float planes. The Italian-made floats are priced around $15,000, meaning the entire cost of a brand new Savannah on amphib is not much more than a set of new amphibious floats installed on a Super Cub or a Husky.

The boxy appearance of the Savannah doesn’t match the classic lines of the Cub, but like the much-larger Kodiak, it’s functional. STOL performance is flat-out impressive on the “tundra tire” wheel gear; my wife compares the takeoff to a helicopter. Once the throttle is pushed to the panel, the pilot better be ready to fly. The Savannah’s floats are sexy and the strength of the carbon fiber and Kevlar construction is legendary. On asphalt with half fuel, two on board at 2300 feet MSL and 42ºF, they increase the take-off to a few hundred feet. Consistent water takeoffs of less than 200 feet have been reported in the Savannah amphib on the salty waters of the Gulf of Mexico. It took me a little longer than that with my first water take-offs, but more stick

Aeronautics is notified (Idaho searches only) when it is determined that an aircraft is missing, the sooner we can prepare aircraft and personnel to join in the search. If you are a member of a SAR organization or sheriff’s search posse, please remind them (especially the sheriff’s dispatcher) that we are responsible for coordinating aerial searches for missing and overdue aircraft, and to notify either Idaho State Communications (800-632-8000) or the Air Force Rescue Coordination Center (AFRCC-800-851-3051), even if the aircraft is only suspected of being missing. The sooner we are notified, the sooner we can help.

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Thanks to everyone who sent in an article or announcement for this issue of the Rudder Flutter. Your response was overwhelming. My desire has always been to develop a publication that you enjoy and that represents the entire state. Although, I may not be able to use every article, your support is important to the Rudder Flutter’s success. Although, I may not be able to use every article, your support is important to the Rudder Flutter’s success.

Thanks again for your response; the deadline for the next issue is April 15 (please, no tax forms...we’ll take the payments, but not the forms...©). I hope you will continue to send us articles and events to include and help us to continue improving your publication.
**Good News For The Boundary County Airport**

By: Dave Parker, Airport Manager

“You are cleared direct to HITRU and cleared for the RNAV (GPS) RWY 2 approach to the Boundary County Airport.” This clearance is something we have been waiting to hear Seattle Center say since 1997. We had written many letters to the FAA, completed surveys, and made innumerable phone calls, all without success. Finally, with the help of our Commissioners, the Airport Board, our Congressmen, and key members of the FAA, it is now a reality: Boundary County has an IFR approach and an obstacle departure procedure!

Since the Boundary County Airport has been in existence, it has been a “Visual Flight Rules” (VFR) only airport. If ever the weather included low clouds or poor visibility, no aircraft could safely arrive or depart for any reason. Although not a problem most of the summer, it prevents emergency, business, and personal aircraft from using the airport during the winter, unable to arrive or depart until the weather improved to minimum VFR conditions.

The airport also has a newly commissioned AWOS-3 (132.575). The availability of this weather information allows a plane to penetrate clouds and poor visibility via the carefully constructed instrument approach procedure to an altitude of 930 feet above the ground. An obstacle departure procedure provides similar guidance down the center of the valley toward Sandpoint and joins the airway structure, virtually guiding aircraft from the Boundary County Airport to anywhere in the world.

Not every aircraft will always be able to arrive and depart our airport; even Spokane International must occasionally shut down for weather. But it does mean that more aircraft will be able to safely come and go more often in poor weather conditions than before, bringing people safely to their destinations.

Welcome! We are now the Boundary County Regional Airport!

**EAA Chapter News**

By: Nathaniel Cheshire
President, EAA Chapter #757

Do YOU like huckleberries? Boundary County Airport EAA Chapter 757 invites you to fly-in to beautiful Bonners Ferry for an all-you-can-eat breakfast of huckleberry pancakes, sausage, eggs, coffee and orange juice. These breakfasts will be held the last Saturday of the month, May through September, from 8:00 AM until 10:30 AM (remember, we are on Pacific Time). There is a minimum donation of $5, which goes directly to our next flight scholarship.

Donations from the breakfast have been used over the past two years by our EAA chapter to give students the opportunity to learn to fly. We have given flight training scholarships through solo to Austin Tanner, Tana Schneider, Andrew Brubaker and most recently, Adam Alvarez. Each of these students has continued on to complete their Private Pilot certification.

Boundary County Airport has great fuel prices on Avgas and Jet-A. A GPS Instrument Approach is now available and a brand new AWOS (132.575 or (208) 267-3995). You can get a bird’s eye view of the actual weather and airport conditions through our northernair.biz web-cam.

Mark your calendars! We hope to see you this summer!
...And Points East

Idaho Falls Tower Controllers Recognized
By: Taleesha Hillman, Air Traffic Manager, Idaho Falls Tower

Air Traffic Control Specialists Angela Buckley and Dennis Partridge from the Idaho Falls FAA Contract Tower received the Air Traffic Control Association (ATCA) Andy Pitas Memorial Award for their expeditious response and quality service to an aircraft emergency. The emergency safely terminated when the aircraft made a successful emergency landing in the foothills east of Idaho Falls. The award was presented at the annual ATCA Conference in National Harbor, Maryland on October 27, 2010.

Tradeshow and Convention Planned for Idaho Falls
By: Bob Hoff, President, Aero Mark, Inc.

The Idaho Aviation Association (IAA), in conjunction with Aero Mark, invites everyone to join them for some big doin’s at the Idaho Falls airport in May. May 20-21, 2011, the IAA will be holding its annual convention, and Aero Mark will be sponsoring a trade show. We are planning product and aircraft displays, speakers, safety and general interest seminars, and what doesn’t fit in our new hangar will be right outside on the spacious ramp. This is an opportunity for you to visit Aero Mark’s beautiful new facility, the largest FBO hangar in Idaho, which gives us the ability to put together a first-rate program. We want to make this an annual event, one that benefits all participants, community and vendors together, in a comfortable aviation environment. Feel free to contact me for more information. Contact Aeromark – (208) 524-1202 or info@aeromark.com

Pocatello Airport Appreciation Day
By: Pete Stewart, Pocatello Appreciation Day Committee

The Pocatello Airport will be conducting its 2nd annual “Airport Appreciation Day – Experience Flight” on June 25th, 2011, honoring 38 years of aviation at the Pocatello Airport. Festivities will begin at 9:00 AM, concluding at 3:00. Discounted aircraft and helicopter rides are planned along with FREE EAA Young Eagle flights for youth between the ages of 8 and 17. There will be plenty of displays of warbirds, commercial and general aviation aircraft, and military aircraft.

Skyline High School Conducts Aerospace Engineering Class
By: Tom Kohler, Teacher

Eighteen Students at Skyline High School in Idaho Falls are enjoying the opportunity to learn about aviation in Aerospace Engineering. The class, which has been taught under various titles over the past four years, teaches students about the history of flight, basic aeronautics, navigation, flight controls and instruments, and our national aerospace system. Students participate in a number of activities including flying simulators and radio controlled models, building radio controlled gliders, and designing hot air balloons to mention only a few. Several of the students are considering aviation as a career possibility. One senior, Trevor Westphal, is applying to the Naval Academy with hopes of becoming a naval aviator. Even those not interested in aviation as a career are enjoying the course and will certainly understand the aviation community much better as a result of participating. We hope to continue to grow the program by adopting a solid curriculum that appeals to a wide variety of teachers while keeping the course engaging and fun.

Gooding Fly-In Breakfast Returns
By: Kit John, President, GABA

Airport construction at Gooding is almost done. When it is completed, we will have a new runway, a new tarmac, a new FBO building, and a new taxiway. In celebration, we are planning a Grand Opening and fly-in for July 9, 2011. Come help us celebrate and enjoy the camaraderie and great Gooding hospitality. Don’t forget, July 9. See you then.
CONTROL FAILURE! What Would You Do?

By: Rich Stowell, MCFI-A

Have you ever had a control failure or thought about what you would do if you ever did? The good news is that serious control failures seem to be relatively rare. Moreover, the majority of control failures are survivable. An online search of general aviation accidents in the NTSB database, for example, yielded 42 accidents over a five-year period where the cause was attributed to a failure of airplane controls (“failure” meaning a control that had become disconnected, jammed, or otherwise inoperable).

Two distinct classes of accident emerged: the failure to remove gust locks and everything else. Inexcusably, eleven accidents involved the pilot’s failure to remove gust locks prior to takeoff. Ten of the twenty-three people involved were killed—a lethality rate of 43 percent. This type of senseless accident is completely preventable by following established preflight protocols.

By contrast, the other control failure accidents had a survivability rate of 92 percent. Eighty-two percent ended with minor or no injuries. Elevator-only control failures were the most common with twelve accidents. Recognizing the potential seriousness of a loss of elevator control, Part 23 Airworthiness Standards actually require that inherent redundancy be designed into certificated airplanes as follows: “By using normal flight and power controls...it must be possible...to establish a zero rate of descent at an attitude suitable for a controlled landing...without the use of the primary longitudinal control system.”

The causes of elevator control failure accidents ranged from unknown to a stick grip that jammed under the instrument panel; to a shotgun shell that lodged in the stick; to a banner tow line that wrapped around the horizontal stabilizer; to a detached seatbelt buckle that wedged in an elevator bell crank; to elevator controls that simply disconnected.

Throttle control problems ranked a surprising second on the list, attributed to nine accidents. Five involved a separation of the throttle cable as a result of improper maintenance. The time-in-service before the disconnects ranged from the first flight out of the shop up to 71 hours later.

The throttle cable failed with the engine producing partial power in three accidents. It appears the pilot in each case should have been able to land on the runway. In the heat of the emergency, however, each failed to plan ahead regarding shutting down the engine once landing was assured (pulling the mixture to idle cutoff or turning off the mags). Consequently, all three airplanes overshot and crashed, fortunately with just one serious injury.

What You Can Do
Prevention is the first line of defense against an accident. For control issues, prevention begins with your preflight. All preflights should be thorough, but pay special attention during preflights that follow maintenance. At the very least, you need to ensure the engine is accessing uncontaminated fuel, the controls are “free and correct,” and the trim is properly set before takeoff.

Don’t panic if you do encounter limited use of the controls. Odds are that you won’t be seriously injured provided you keep your head. Use whatever controls remain functional and fly the airplane. Set yourself up for the best possible outcome during landing: low, slow, landing attitude, with wings as close to level as possible at touchdown. Keep in mind that a controlled, off-airport landing might be a better option than an uncontrolled, on-airport crash.

Practice is important as well. The ability to perform slips and slipping turns in both directions is especially useful should you ever encounter a jammed aileron or rudder, split flaps or even asymmetric thrust in twin-engine aircraft. In the EMT® Program*, for instance, trainees spend a full lesson performing slips followed by a lesson simulating various control failures. Two elevator scenarios are included: a jammed elevator during a Vx climb (simulated at altitude) and a simulated disconnected/floating elevator flown to an actual landing.

We support the Idaho Pilots Association and will find you the BEST rates.

On Final at Soldiers Bar

photo of a mountainous area

Floats
Continued from page 5

Ol’ Yeller will be missed; however, the new owner has offered visiting privileges on our winter trips to see the grandkids in Austin. Now that snow is falling in North Idaho, while the new kid on the block is safely tucked into a hangar, I’m looking forward to new adventures in the newest seaplane I’ve ever owned, even if it’s not a Cub.

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Time will surely result in shorter runs. Smooth landings are simple, as is slow water work. The Savannah gets on the step so quickly that pilots must be ready for a quick transition to step-taxi and, since the plane stalls at only 22 MPH, must be cautious to avoid lifting off when skimming along the surface is the goal.
By: Frank Lester
Safety/Education Coordinator

One of the most satisfying and enjoyable parts of this job is writing about the collage of personalities that color Idaho's unique aviation community. Stories of aviators whose lives harken back to those daring early days of flight pepper our aviation landscape. Author, aviation historian, barnstormer, and pilot, Gene Soper of Athol, certainly fits that bill.

Born in 1930, in Lincoln, Nebraska, Gene got his start at the manly age of 4 in a Travelaire 2000. But it wasn't until 1946 that he received his first lesson, in a new J-3 at McCall. The bulk of his training was at New Meadows under the tutelage of the Larkin Brothers, Jack and Jim. He would work most any job, as long as necessary, to pay for his lessons. "I worked all day Saturday for an hour of flying," he would say.

Gene tells a story about how he had wanted an Aeronca Chief, but at $500, it was more than his wallet could afford. Instead he had to settle on a trade: his '41 Olds, worth $375, for a '40 J-3 Cub trainer. Soon thereafter, he built his hangar at Coeur d'Alene and became a regular at local air shows.

His love of flying led him into Barnstorming. From 1973-1977, he flew with the Henley Aerodrome Flying Circus and toured eastern Washington, northern Idaho, and western Montana with the Billy Bee Flying Circus. The story goes that he was doing tricks before he even knew there were FARs regulating them. Gene and his friends would fly to nearby communities for celebrations and gave rides in their airplanes to help pay their way.

A member of the Coeur d'Alene Airport Advisory Board for many years, Gene plowed runways long before people were hired to do the job. He maintained antiquated airport equipment, often with assistance of students from the diesel mechanics program he had established as an instructor at North Idaho College (NIC). However, after 16 years at NIC, and eager to return to air show work, he took the job as entertainment director at a new park called Silverwood (formerly Henley Aerodrome). When it opened in 1988, he organized 42 air shows the first summer.

A large part of Gene's work included air show announcing. From 1974 to 1992, he used this platform to become a Goodwill Ambassador for General Aviation throughout the Northwest and as far away as Maryland. From 1992-2005 he served as the “Voice of Arlington” at the NW EAA Fly-In at Arlington, Washington. As an active member of the EAA since 1965, Gene has never missed an opportunity to encourage a child to learn to fly, whether through a Young Eagle flight or organizing field trips to the local airport.

Gene continued to maintain a close relationship with NIC, serving as the guest speaker for the college's "Aviation History of North Idaho" in 2008, regaling audiences with "COE-The First 60 Years." This presentation is based on his book of the same title, a project which took him more than eight years to write and is indicative of his impassioned love of flying. He also contributed many mementos, photos, and documents to the Museum of North Idaho's featured exhibit "Wings Over North Idaho" that same year. Well

See Gene Soper
Continued on page 11
Hearts of Courage – A True Story of Survival in the Alaska Wilderness

Editor: I recently had the opportunity to read a book sent to me by the author, John Tippets. An exceptionally pleasant gentleman, he had asked if I would accept an article about his father’s ordeal and ultimate survival of a plane crash in 1943 Alaska. I thought to myself, any article about surviving a crash in Alaska would pique the interest of most aviators. What he sent certainly piqued mine, but I knew I would need to read the book to better understand the entire story.

I must admit that I hadn’t heard of the book, had little knowledge of the content, even less of the author and wasn’t exactly sure what I was about to read; however, after completing the book, I was pleasantly surprised. It is a testimony to the power, strength and perseverance of family, and, yes, spirituality in overcoming daunting obstacles and the bleak possibility of certain death. It is an uplifting story of man versus the Alaskan wilderness in the middle of winter: from the heights of hope to the depths of disappointment to the soaring of the human spirit at the moment of rescue. The story was an enjoyable respite from the suffocating barrage of contradiction we often face each day. What follows is a short excerpt of John Tippet’s book, Hearts of Courage.

“Suddenly, the left engine lost power, sputtered and quit! With the ice and only one engine, we started losing altitude quite fast, 3,000 or 4,000 feet in just a couple of minutes. The pilot, Harold Gillam, picked up the microphone and called Ketchikan. ‘One engine has conked out—expect trouble!’ Glimpsing mountains through the window, he dropped the mike. So begins an incredible true story of adventure, faith, and survival in war-time Alaska.

Author, Aviation Historian, Barnstormer, Gene Soper has done most of it and seen a lot more. I can imagine him smiling at his good fortune, as he prepares for another opportunity to engage in his life-long passion. We should be so lucky.

Gene Soper
Continued from page 10

Joseph Henderson Tippets, originally from Arimo, Idaho, was a young airways engineer with the Civil Aeronautics Administration (CAA) in Anchorage, Alaska. He had been visiting his critically ill mother in Utah over Christmas and was now returning to the North as one of the five passengers on board a Lockheed Electra 10-B owned by the Morrison-Knudsen Company of Boise. They had departed from Seattle’s Boeing Field about one-thirty in the afternoon on January 5, 1943, headed to Annette Island, the main refueling stop for flights to Anchorage. As the hours passed, clear weather over Victoria, B.C. unexpectedly gave way to icy turbulence and poor visibility. The pilot, Harold Gillam, was considered one of the best, but an impossible combination of bad weather, engine problems, and confusing radio signals from Annette propelled the Electra towards disaster!

See Courage
Continued on page 13
Calendar of Events

**MARCH**

11  **IA Renewal**  (AR3), Best Western Vista Inn at the Airport, Idaho Aeronautics, 208-334-8775

12  **Bernard Work Party** (US4), Jerry Terlisner, 208-859-7969, jtflys@q.com, www.idahoaviation.com


**APRIL**

8-9  **Flight Instructor Refresher/Pilot Safety Clinic**, Avcenter Hangar, Nampa Airport (MAN); Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov

16  **Mahoney Bar Work Party** (OU3), Jerry Terlisner, 208-859-7969, jtflys@q.com, www.idahoaviation.com

23  **Wings 'n Wheels Fly-In and Open House**, Emmett (S78), John, 208-365-2164/4135, www.idahoaviation.com

30  **Big Bar Work Party**, Wayne Thiel, 208-890-8866, wthiel@idahoflyer.com, www.idahoaviation.com

**MAY**

7   **Weiser Fly-In Breakfast**, www.idahoaviation.com

14  **Flying Companion Seminar**, Boise — Beth Shannon, 208-880-5084, beth_terry@msn.com

15  **Fun in the Grass Fly-In and Breakfast**, Carey Airport (U65) — www.idahoaviation.com

20-21  **Idaho Aviation Tradeshows and Conference** (KIDA), Doug Culley, 208-861-6926, dougsbugs@cableone.net, AeroMark, 208-524-1202, info@aeromark.com

28  **Fly-In Huckleberry Pancake Breakfast**, Boundary County Airport (65S), 8-10:30 AM

**JUNE**

11  **Graham Work Party**, Jerry Terlisner, 208-859-7969, jtflys@q.com, www.idahoaviation.com

14-17  **McCall Mountain/Canyon Flying Seminars**, Basic Course, www.mountaincanyonflying.com

15-19  **Super Cub Fly-In**, Johnson Creek (3U2) — Dave Kirsten, 209-333-1100

18-19  **IAA Annual Father’s Day Fly-In Breakfast**, Garden Valley (U88), Rich Speed, rspeed@idahoflyer.com, www.idahoaviation.com

19-20  **Annual Father’s Day Fly-In**, Smiley Creek (U87), Gary Thietten, 208-774-6288, gary@idahohomehealth.com

20-22  **ACE Academy**, Idaho Division of Aeronautics, Boise — Tammy (208)-334-8776 or tammy.schoen@itd.idaho.gov

24-26  **Backcountry.org**, Johnson Creek (3U2), Bryan Painter, 916-622-2593

25  **Celebration of Flight Air Show**, Caldwell Airport — www.caldwellairport.com

25  **Fly-In Huckleberry Pancake Breakfast**, Boundary County Airport (65S), 8:00 to 10:30 AM

25  **Pocatello Airport Appreciation Day** (PH), “Experience Flight” - 9 AM to 3 PM

28-7/1  **McCall Mountain/Canyon Flying Seminars**, Basic Course, www.mountaincanyonflying.com

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

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Courage

Continued from page 11

Just a few days earlier, Joe had written his wife, Alta, “I miss you and love you. Godspeed our quick reunion and I hope I beat this letter to you!” Alta was at home in Anchorage with their young son, waiting for her husband’s return. Neither of them could have imagined the challenges they were about to face or the long difficult weeks they would both endure before the survivors of the Gillam crash were finally, amazingly, rescued.

This is a story of courage and determination. And, for Joseph, who was the Latter-day Saint Branch President in Anchorage, and his wife, Alta, it is a story of faith and prayers answered.

After almost three weeks, the four survivors struggled down the mountain to make a new base camp where the two most seriously injured remained as Joseph and Sandy Cutting made their way to Boca de Quadra to try to find a way for rescue. At Weasel Point, they found the remains of an abandoned cabin and a small boat. After one successful roundtrip across the bay to the site of an old cannery, they decided to try a much more risky endeavor. Setting out for a second time in the small, leaky rowboat, a storm came up and they were capsized. Left to struggle back to shore, the two men were soaked to the bone by the icy waves and beaten against the slippery rocks. But all was not lost. Matches they had placed in a bouillon cube tin and sealed with some duct tape, had remained dry. The fire they were able to make not only warmed them after their long struggle, but in the coming days, also allowed them to roast mussels for a meager meal.

On February 2nd, at mid-day, they set a signal fire after sighting a coast guard ship, which had traveled six miles up the bay. Twenty-nine days after the crash, Joseph and Sandy were rescued and, in spite of their weakened condition, insisted on returning to the wilderness to assist in the rescue of the two companions they had left behind.

In March of 1963, twenty years after these miraculous events in Alaska, Joseph Tippets visited his birthplace and other SE Idaho cities. As the Assistant Administrator of the Federal Aviation Agency for the Western Region he participated in the inauguration of a series of FAA television programs.

While in Pocatello, Joseph was recognized by the local Chamber of Commerce for his “outstanding civic service.” He was made an honorary chief of the chamber and presented a beautiful full Indian headdress. As part of the recognition ceremony Joseph was given the title “Chief No Fly – Walk Out” in reference to his 1943 trek to safety in the Alaskan wilderness.

John Tippets retired in 2008 after a 42-year career with the AMR Corporation, the last seventeen years as President and CEO of the American Airlines Federal Credit Union. He published Hearts of Courage as part of his larger project writing the life histories of his parents. John and his wife, Bonnie, live in Colleyville, Texas. They have four married children and are the proud grandparents of thirteen.

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(USFS/TIGHAR – 2004) “As an airways engineer with the Civil Aeronautics Administration, I have been present at the scene of many airplane crashes. I can honestly say that I have never seen a plane in the condition ours was in and known anyone to survive.” Joseph Tippets

John and Bonnie Tippets at the Hearts of Courage exhibit in the American Airlines C.R. Smith Museum, Fort Worth, Texas.

In Joseph’s words, we learn of the death of one passenger and the pilot’s departure to find rescue. He is not heard from again. Joseph describes how the small amounts of food are shared and carefully portioned out to last as long as possible. And, as the days pass, the remaining four crash survivors take actions to find rescue.
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Aircraft
Continued from page 1

another MAYDAY call. This time I received an immediate response from a UPS freighter. I gave him my location, told him I had an in-flight control failure and was trying to make Indian Creek Airstrip, about seven miles north of my position. Flying low in the canyon, I quickly lost contact with UPS. A Federal Express freighter came up on frequency almost immediately. He asked my location and I repeated my previous transmission. I then realized I had lost voice contact with them as well.

Figuring I had nothing to lose, I decided to lower the flaps 20 degrees, hoping this would further stabilize the airplane. They indeed did just that, reducing some of the rolling motion, which allowed me to use the rudder to stay clear of the canyon walls.

As I neared the mouth of Pistol Creek, the left wing again dropped. I could see both Pistol Creek and Indian Creek airstrips, but knew an emergency landing at Pistol Creek was impossible and that I was too high to land at Indian Creek. I had to make a 360-degree turn in the canyon in order to lose altitude and improve my chances of landing. With the power at idle and using only the rudder, I began a slow, descending turn. It felt as if the airplane was going to roll over at any moment. Coming out of the turn, it looked like I was going to impact the hillside just above Pistol Creek. However, I was able to skid the airplane to the right enough to complete the turn and avoid a crash.

I had difficulty controlling the plane's heading with the rudder and what little elevator control I had. I managed to skid around the bend in the river and was headed for the upper end of Indian Creek about three miles ahead. Over Pistol Creek airstrip, I lowered full flaps to lose more altitude and slow the airplane. I appeared to be headed for the large pine trees on the west end of the airstrip. Holding the co-pilot's yoke with my right hand and the throttle with my left, I struggled to get the airplane lined up with the runway. Then the left wing suddenly dropped about ten degrees, and I was headed for the trees near the Forest Service guard station. I inadvertently pushed the throttle in causing the nose to pitch up, but then immediately pulled the throttle out and shoved in full right rudder. The left wing came up slightly but not to a wings level attitude. The aircraft turned a few degrees right. I was amazed that I missed the trees. I pulled the elevator yoke back as far as it would go as I was about to hit the ground. The wheels touched down at the edge of the small tie down area near the guard station. The airplane bounced and then settled back down as it headed towards the runway. Once on the ground, I gained directional control and braked heavily. I actually stopped on the runway and was able to turn and taxi to the tie down area. The total time from control failure to landing was about 5 or 6 minutes.

I walked up to the guard station and was met by two employees, one of whom smiled and commented on my “rough landing.” I smiled back and said, “You don’t know the half of it,” and then told them what had just happened. Since my MAYDAY calls had most likely initiated a search for me, I told them I needed to let someone know that I was safely on the ground. Using their satellite phone, I called my wife and told her that I had just made an emergency landing at Indian Creek and asked her to notify Aeronautics. She told me that the Air Force Rescue Coordination Center had called and were already looking for me. She then contacted Middle Fork Aviation at Challis and they flew in a mechanic, who helped me repair my airplane so I could fly it out later that day.

While waiting for the mechanic, I examined the flight controls behind the instrument panel and discovered that the control yoke had indeed come apart. A pin that runs through the “Y” control arm for the elevator was missing and was found on the floor by the left seat. Looking a little further, I found a bolt that passes through the control yoke tube, and through a hole in that pin, was still in the control yoke tube with the locknut attached, but apparently had missed the hole in the pin when it was installed. The chain and cables for the ailerons, which are normally under tension, had come off of all the pulleys, preventing any movement of the ailerons.

I don’t think there was anything that I could have done short of a complete inspection that would have prevented this situation from happening. But I do know that someone was watching over me and it wasn’t my time.
Idaho’s citizens have access to substantially more aviation services per capita than 97.3% of the rest of Americans, on average. Idaho has:

- 3,914 registered aircraft - 8th nationally per capita
- 4,777 certificated pilots - 7th nationally per capita

Idaho airports generate an economic impact that is 4% of Idaho’s Gross Domestic Product and 2.9% of Idaho’s jobs by providing:

$2.1 billion dollars of annual economic impact from Idaho airports
23,000 $718.5 million in annual total payroll
25.7 million gallons of aviation fuels were sold during 2009. That is about 7% aviation gas and 93% Jet fuel. That amounts to about $1.8 million in aviation fuel tax revenue

Idaho has classified the public airports into 5 categories to aid users in quickly and accurately knowing what level of service and facilities a specific airport has available:

7 Commercial Service airports accommodate scheduled airline/air cargo service and all types of business aviation
16 Regional Business airports accommodate National/Regional business aviation and all types of General Aviation
19 Community Business airports accommodate Regional/Local business aviation and most types of General Aviation
16 Local Recreational airports accommodate personal General Aviation recreation/emergency access into remote and wilderness areas

Idaho’s aviation system celebrates 100 years of providing consistent and responsive service to pilots and aviation businesses throughout the United States with:

- 3,233 based aircraft at Idaho airports that are anticipated to grow at a modest 1.32% annually
- 1.5 million annual aircraft operations throughout Idaho that are anticipated to grow at a modest 1.29% annually
- 2.1 million enplaned passengers at Idaho airports that are anticipated to grow at a modest 3.27% annually
- 110 military based aircraft
- 17 State courtesy cars at 12 locations

See Aviation
Continued on page 18
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Please visit our website for more details
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Idaho Airport observations of interest:

- 89% of Idaho's population lives within a 30 minute drive of any airport.
- 140 runways on the 125 Idaho public airports includes 63 paved, 74 turf or gravel, and 3 water runways.
- 60% percent of Idaho's aviation related Economic Impact comes from the Boise Airport, 20% from the other Commercial airports, and 20% from all GA airports.
- 78% percent of Idaho's population lives within a 90 minute drive of the Boise, Idaho Falls, Hailey, or Lewiston airports and within a 60 minute drive of the Moscow-Pullman, Twin Falls, or Pocatello airports.
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☐ AIRCRAFT REGISTRATION  Maximum fee - $200.00
Fee = 1 cent per pound maximum certified gross weight -
(Example: 1500 max cert. gross weight = $15.00)
N Number: ________________________ Year Built: ________________________
Make: ___________________________ Max Certified: ________________________
Model: __________________________ Gross Weight: ________________________
Serial No.: ________________________ Home Airfield: ________________________
Decal shall be placed on the left side of the aircraft either on the vertical stabilizer or nearest the rear of the aircraft

☐ AIRMAN REGISTRATION  Fee = $12.00 for two (2) years
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Please check whether you would like to be on the Search volunteer list  □ Yes  □ No
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Winter 2011