



MEET MIKE PAPE, AERONAUTICS NEW ADMINISTRATOR

By The Transporter Staff

When did your revelation occur? That day you recognized your passion in life and began pursuing it with a steadfast commitment?

During high school? While in college? As you entered the workplace?

Mike Pape found it as a preschooler, riding alongside his father Don in the cockpit of a small airplane. The elder Pape was a Korean War veteran, an Idaho Air National Guard pilot and a backcountry pilot. Mike often accompanied him on trips over Idaho's shark-toothed mountain peaks, awed by the scenery and equally impressed by the airplane.

Most children his age were learning to master counting and drawing their ABCs. Mike was developing a love of aviation, a pursuit amplified by Idaho flying veteran Chet Moulton. Chet was head of Idaho's Department of Aeronautics, a forerunner to ITD's Division of Aeronautics.

The young Pape had visions of becoming like his father and of following Moulton's career in government. He achieved the first goal 30 years ago after earning his private pilot's license and graduating from Embry-Riddle Aeronautical University in 1985.

The second childhood dream was satisfied when he became Administrator

of the Division of Aeronautics. He inherits a staff of 12, an annual budget of \$2.5 million and a mission dedicated to customer service.

In contrast to previous stints of flying, Pape's role in the Division of Aeronautics is customer-driven public service. The Division is responsible for operating Idaho's fleet of three state-owned aircraft – a pair of Cessnas (206 and 182), and the star of the fleet, a 10-passenger turboprop Beechcraft King Air.

The planes, and ITD pilots who fly them, serve all state agencies, including the governor's office. They provide access to the far reaches of a geographically diverse state. Most of those isolated rural communities have no commercial air service. The King Air can reach them in a couple of hours and return to its hangar comfortably before nightfall. The pressurized twin-engine plane cruises at altitudes of 20,000-30,000 feet in almost all weather conditions.

More often than not the past five years, Pape occupied the captain's seat.

Since 2007, he has logged nearly 700 hours at the King Air controls. It's



become his office in the air, but usually he's back home early enough to spend the evening with his wife Marci and three children, Megan, 13, Josie, 10, and Sam, 8.

He couldn't say the same of his previous aviation experiences. Pape spent 10 years flying commercially for Iowa Airways, Eastern Airlines, Pan Am Airways and Ryan International Airlines. He returned to Idaho in 1993 where he embarked on a decade-long corporate career with Boise Cascade, Albertsons and U.S. Bancorp.

"I like it when people have enough trust in you to make appropriate decisions and help them arrive at their destination, day-in and day-out," Pape says about his love for flying.

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Season of Change



As the deadline for the last issue of the *Rudder Flutter* approached, we were in a bit of a scramble as hats were swapped at Aeronautics with some of our staff

members moving on. I have since assumed duties as the new Editor of the *Rudder Flutter*. But before I go any further, I want to back up a few months to formerly introduce myself, brief you on the personnel changes, and describe some new changes to the *Rudder Flutter*.

I am an Idaho native, and a Communications graduate of the University of Idaho with a heartfelt

passion for both writing and flying. Following college, exciting opportunities beckoned me to a few years stay in Georgia, California, and Florida. When my daughter was born in 2008, I knew that leaving my 1920's beach bungalow in the sunshine state was inevitable. Because, of all the places I've ever lived, Boise is the best place I know of to raise a child. Upon returning to Boise three years ago, I landed a position at Aeronautics.

While I have been here, it has been my pleasure to process your registrations and to schedule and bill flights for our state planes; but most of all, my greatest pleasure has been to meet Idaho's flying community. I have come to know pilots as being an honest, highly-ethical, community-oriented, and adventure-seeking group. The satisfaction of any job directly correlates to the type of people you work with, right? I couldn't be more appreciative of the opportunity to work with you all.

Admittedly when I accepted this position, I hadn't a clue as to what was an "N" number. And although, the learning curve has been great, so has accompanying our state pilots into some of Idaho's pristine backcountry airstrips. There are few things more exhilarating to me than riding in a small plane.

This past summer, as most of you know, our beloved Frank Lester retired. FYI: No one here really believed this would happen. John Lorbeck replaced Frank and became the *Rudder Flutter* Editor, but then he moved on to another job shortly after Frank's departure. I volunteered to keep the *Rudder Flutter* alive, along with Tammy Schoen. Dan Etter was hired to replace John Lorbeck, taking on the pilot and safety aspects of Frank's job. Then our Administrator, John DeThomas,

retired, and Mike Pape was promoted to Administrator. Whew! This has certainly been a season of change.

I assume that most of you know Mike Pape, and if not, I want to reassure you that despite the recent changes, Aeronautics is in a good place. Mike has this magical "aura" about him comprised of unparalleled enthusiasm for Idaho, for Aviation, and for our staff. We fondly refer to him as the "hummingbird" because of his incredible ability to have a presence seemingly everywhere at once. His sincere care, unbelievable energy, and wealth of experience are exactly what we need to fly forward.

As we continue with the *Rudder Flutter*, our success still depends on all of you and your articles. I plan to add some new, regularly featured columns including my own "On the Fly" Editor's column. I will maintain Frank's "Radio Chatter" column as a tribute to him, but it will take on a new look. Dan Etter will offer safety topics and tips under "Safety Wire." The Ninety Nines will maintain a new women's section called "Compass Rose," to include submissions from any of Idaho's many female pilots. We will also run a "Name That Airfield" contest on the back cover. And lastly, a "Bookworm" section, my personal favorite, will recommend, highlight, and offer a cliff-notes review of our favorite aviation-related books. In this issue, I invite you to vicariously join the adventures of four fearless, aviation-loving souls whose lives intertwined in Alaska's frontier. My August trip to Juneau, Alaska and floatplane ride into Taku Glacier Lodge is where it all begins for you.

Enjoy,

Laura Adams, Editor

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From the Administrator:



It is with great excitement and anticipation that I take on the role of Administrator with the Idaho Division of Aeronautics. In a way, stepping up to lead the state's

primary aviation promoter is coming home for me. My earliest memory as a boy was flying with Dad into the backcountry. I met old timers like Rex Lanham and Dewy Moore. Dad spoke of men like Bob Johnson, Chet Moulton and Darrell Manning, and how influential they were in building aviation in Idaho. Dad taught me how to fly the mountains, to stay over the big water, maintain airspeed control and "always, always be sure you can turn away from terrain."

Now after 30 years of professional piloting, I'm lucky to be back where I believe I can make the biggest difference for the most people, supporting aviation in Idaho. My predecessor, J.V. DeThomas, has left us in a very good position to now carry state aeronautics to the next level.

At state aeronautics, our top priority is supporting one of the state's most valuable resources, our network of 134 public airports. These airports generate \$2 billion in economic activity and serve the needs of our state every day. Access to safe and adequately supported airports by pilots, businessmen, air ambulance and tourism is a mainstay of our work. No potential business ever plans to arrive in an Idaho community on a bus.

In that respect, our Idaho airports, these economic powerhouses, deserve our support. Volunteer work parties, strategic airport planning and aviation businesses have all contributed in the past, but future investment in our airports requires additional revenue. We are promoting changes to the aircraft registration process and increases in fuel taxes, both of which will give us the ability to provide Idaho airports the funding they need. I will keep the aviation community well informed of these legislative items over the next few months.

I look forward to getting reacquainted with our army of volunteer pilots. We appreciate those of you who organize airport work parties, fly search and rescue missions, and mentor our ACE

Academy students each year. I hope to see you at our pilot safety briefings in 2013.

I'm eager to meet our aircraft manufacturers, FBO operators, airport managers, and flight schools. I guarantee our state aeronautics team will go out of our way to grease the wheels for your interests.

I believe we have a very bright future. We are working to open new airports to the public, working with our NPIAS airports on successful airport planning, and studying ways we can improve the safety of backcountry flying.

Today I invite all of our constituents, be they pilots, airport managers, FBO operators, or flight students to join the state aeronautics team in working toward our mutual goal of making Idaho the most safe, attractive, and aviation-friendly flying destination in the country.

Tailwinds,

Mike Pape

ITD Aeronautics Administrator

Administrator

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In public service with ITD, Pape gained a new appreciation for customer service.

"Pilots don't have to fly into Idaho; they could fly to Alaska. And (state agencies) don't have to use our planes. They could choose to fly commercial. So we have to provide great customer service."

Pape also wants the Division to become more visible and active within the ITD family and hopes to reduce the perceived distance that separates the flight operations facility at the Boise Airport and Headquarters. Division employees will play larger roles within ITD, he says.

He wants the Division to become the state's travel agency, so to speak.

"We want state agencies to know about our rideshare program because our aircraft crisscross the state daily. We want them to see us as a provider of safe, comfortable transportation. We can solve their transportation issues and help them determine when it's better to use our aircraft, or to use commercial carriers or to drive.

"I like to see state government be productive. (Flying) gives me a sense of contributing to the state's productivity."

Pape understands and embraces the significant role aviation plays in the state's economy.

Idaho ranks fifth in the nation per capita for the number of registered pilots, sixth per capita in the number of registered planes, seventh in access to airports, and ninth in land area.

"The most important main street in any community is the airport runway," he insists. "You can build a mile of road and go one mile. But if you build a mile of runway, you can access the whole world."

Sound like a well-practiced speech?

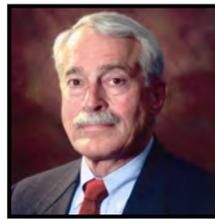
It comes from a pilot who's as comfortable addressing a crowd as

See Administrator

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Ode to JV



John and Jane to Boise did move from the sunny Southwest to pursue an aero offer. They settled on a bench high above the port to view the action proper. He was hired to administrate and sharpened his skills to communicate. A talented staff that was long on merit helped in facing the challenges he did inherit. His concerns for their welfare netted changes in productivity, friendliness, and good will. There were improvements in plans, policies, checklists, and procedures still. For the State, he flew a Cessna, but his heart was in his baby blue Bonanza. He was accommodating, a great friend, and represented well our aero community. The decision to retire to the slopes was greeted with, "I hope he has the agility." Best Wishes to JV & Jane!

By Rodger Sorensen
Chairman of the Board, Aeronautics



I have worked with JV on aviation issues since he first became administrator nearly six years ago. During that time, I have developed a deep respect for his knowledge, his leadership style and his dedication to the issues that matter most to Idaho aviators. His positive impact on our airstrips will be his legacy. Thank you, JV. We truly will miss you.

By Larry Taylor
Coordinator, Idaho Airstrip Network, past Idaho Aviation Association president, Idaho Aviation Foundation board member



JV, you've been a great leader, not only of the Aero Team, but for our general aviation community, particularly for groups like our Idaho Aviation Association. You've not only stayed involved in GA activities, but with your constituents you've been completely open and candid on all matters. Just a

few years back, I was fortunate to join with you as we sought passage of important state aviation legislation. Your conduct, bearing, and candor with Legislative committees and individual legislators was a model for public officials, which produced a successful passage. You kept the ship on a steady course, navigating the sometimes roiled waters; a brave and steady helm all the while. Sadly, recent storms disrupted your journey, and you've decided to come into port. So now we regretfully grant you 'permission to leave the ship'. Alas, we know you remain a true friend. You completed your tour with dignity, and thus are fine a mentor for future Captains. With this, a fond salute and adieu, and a wish for success on a new journey.

By Bill Miller



So Long Boss

I was surprised and dismayed when I heard that John DeThomas had retired. The ageless old man with the heart of a tiger was someone I thought would never leave Aeronautics. But, as is often the case for all of us, the time comes to move on. His leaving saddens me: he was the best boss I ever had.

Known as J.V. to most of us, he cared deeply for Aeronautics, everyone that worked there, and was heart and soul aviation. He wanted us to be the best division in ITD, and the face of aviation in Idaho. Under his tutelage, we recorded a number of successes: Reed Ranch and Doug Bar were improved and opened for recreational use; he forged stronger interagency ties through the Idaho Airstrip Network (IAN), especially when he hired Larry Taylor, former state president of the Idaho Aviation Association as the division's liaison to the IAN. Through JV, Larry, and Gary McElheney, Division Airport Manager, our relationship with the U.S. Forest Service has improved enormously: trees were removed from Cavanaugh

Bay; a new and much improved Idaho Aeronautical Chart was developed for our pilots; and our Airport/Facility Directory entered the digital age as a new App, designed for use on your tablets. JV encouraged the Forest Service to change the classifications of Wilson Bar, Lower Loon, and Cayuse Creek from private use to public use. JV's leadership and vision were apparent throughout our aviation community. He encouraged streamlining our registration process by merging it with the Division of Motor Vehicles registration system. Before he left, he initiated legislation to remove the requirement for Airman registration, and in concert with Bill Statham, our Airport Grant Project Manager, initiated legislation to protect our airports with updated land-use legislation.

JV's work was not limited to issues beyond the walls of Aeronautics; his vision also improved Aeronautics. Safety was a mantra he lived by daily. He instituted annual pilot refresher training, an active internal safety and inspection program, and a solid ground safety program. But it didn't stop there. His highest priority was our Aerial Search Program, our life-or-death responsibility. He insisted on the need for regular training in ELT response and search procedures. We established a program to send four search pilots annually to Montana's exceptional Mountain Search Pilot Training Course. The Division Search Manual has been updated twice during his tenure, and an upgrade of our volunteer search pilot program was begun.

Yes, we are better as members of Aeronautics because of JV. You were fortunate to have him as your Administrator. We as aviators are better just for knowing him. Aviation in Idaho is better because of him. With JV's departure, we have lost a valuable day-to-day resource. He exuded aviation and all its benefits. We wish him luck and happiness in his new life—after five attempts at retirement let's hope he stays retired—fair skies and calm winds. In Navy vernacular, I guess that should be "fair winds and following seas." Anyway, we wish you the best, JV. Thanks for all you have done, and don't be a stranger.

By Frank Lester

Proposal for Tax and Fee Increases

By: Rudder Flutter Staff

Aircraft owners and operators in Idaho may pay more to fly beginning next year if the Legislature approves two Idaho Transportation Board proposals. One would increase the fuel tax two cents per gallon; the other would boost the annual aircraft registration fee from one cent per pound of gross aircraft weight to three cents per pound (\$600 maximum). A third proposal would eliminate airmen registration.

The problem that the increases are intended to address is dwindling revenues at the Idaho Division of

Aeronautics. Aeronautics is self-supporting, meaning it receives no money from the state general fund. The majority of its revenue comes from the state tax on aviation fuel sales, now set at six cents for jet fuel, but higher for AvGas. The State of Washington has the highest overall at 11 cents on both fuels, although California has the highest on AvGas at 18 cents. Idaho ranks among the lowest for aircraft registration fees.

Less flying during recent economic slowdown has meant fewer dollars flowing to Aeronautics. In order to continue airport assistance programs and maintenance of state airstrips near

existing levels, Aeronautics estimates it will need an additional \$800,000 annually. The proposed fuel tax increase would raise an additional \$528,000. The aircraft registration fee increase would bring in another \$148,000. The remainder would come from increased hourly rates on three state owned aircraft used to fly state employees on state business and from reduced spending.

The Division of Aeronautics operates and maintains 31 airstrips around the state including four popular destination airstrips where it provides camping facilities, seasonal caretakers and courtesy cars: Johnson Creek, Cavanaugh Bay, Smiley Creek, and Garden Valley.



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flying a plane. Pape is a graduate of the Dale Carnegie program and is a practicing member of Toastmasters.

“In this job, you’re an ambassador for Idaho aviation, so it’s important, just from the outreach standpoint,” he said of making formal presentations. But speeches are more powerful if you are passionate about the subject. And there’s no doubt about how Pape views the importance of aeronautics to Idaho.

“Our airport system plan shows a \$3.1 billion impact on the state’s economy,” he says. When business owners consider moving or expanding, airport access is a critical factor. Aviation is a “gem,” a “crown jewel” in Idaho, he insists.

Airports provide critical access to health and medical services for residents of Idaho’s rural communities, a connection that can be life saving, Pape explains. It provides access to Idaho’s vast wildernesses and recreation – fishing, hunting, hiking and rafting. And just as important, it gives land managers a way to protect scenic Idaho from wildfires.

ITD closed two of its state-owned airstrips – Pine and Slate Creek – temporarily this summer so they could be used as staging areas for wildfire suppression operations. Another state-owned strip, Stanley, accommodated firefighting efforts and recreational use simultaneously.

Pape, 50, will combine his experience as a public speaker and his love for aviation to close out his first week as head of the Aeronautics Division. He and daughter Josie will travel to Sagle Saturday night (Sept. 29) to participate in induction ceremonies for the Idaho Aviation Hall of Fame. Two aviation legends, Burt Rutan and “Pappy” Greg Boyington will be inducted into the hall of fame.

Rutan, who relocated to Idaho, is best known as one of the nation’s foremost aerospace engineers and designer of the record-setting Voyager that circumnavigated the globe non-stop. Boyington was a World War II Medal of Honor recipient best known for

BOI Airport HOT SPOT

By: Casey Allen, Controller/Support Specialist BOI ATCT

Boise Air Traffic Control and the City of Boise regard safety as our first, and highest, priority. We strive to work in concert to address any and all issues that may pose a threat to aviation safety. During the past two years, Boise Airport has experienced a total of three runway incursions (two Pilot Deviations and one Vehicle/Pedestrian Deviation). All three of those events occurred at the west end of the airport near Runway 10L at Whiskey and Runway 10L approach at Juliet. Signage changes over the past year have significantly reduced such incidents. Additionally, when aircraft are given taxi instructions they are

and continue straight ahead onto taxiway Juliet . . . thus penetrating the mandatory safety area west of the 10L approach end. Pilots . . . if you are in doubt . . . please ask for clarification or assistance!

South Runway Re-Opening in November!

Since late August Boise Airport has been running a single runway operation due to construction on the south runway (10R/28L). Construction will be complete by mid-November and Boise Airport will return to the full capacity of two runways. This is great news but comes with a precaution! It is essential for both controllers and pilots to be

extra vigilant during this upcoming change. Human nature, for pilots and controllers alike, is to settle into somewhat predictable norms. As a result, substantive



changes to those ingrained routines bring additional inherent risk and call for heightened situational awareness by all parties! Upon re-opening of the south runway, it will be imperative that we continue to work together to ensure safety.

assigned: “Runway One-Zero Left, taxi via Alpha, Whiskey.” Due to the unusual design and the manner in which taxiway “ALPHA,” “WHISKEY,” and “JULIET” come together it can, and does, create confusion. Pilots occasionally have missed the 90 degree turn to Whiskey

commanding the Black Sheep Squadron. The Coeur d’Alene airport was recently named after the favorite son.

Rather than taking to the air for the northern Idaho trip, however, Pape and his daughter will drive.

He has logged more than 13,000 hours in the cockpit, but expects the pace to slow after accepting his new position.

Out of necessity, the new administrator anticipates more time interacting with ITD colleagues and the aviation community. He still plans to fly state customers to remain current and

active as a pilot, but doesn’t expect to leave the ground as much as he has in the past.

“I’m going to spend the next three months learning,” Pape said of his immediate flight plan. And he doesn’t expect many departures from the plans of predecessor JV DeThomas, who inspired a new level of professionalism and safety at the division.

He inherits a sound division that enjoys a solid reputation. His intent is to build on that foundation.



Headaches for Pilots

By: Paul Collins, MD, AME and
Mike Weiss, MD, MPG, AME, CFII



What gives you a headache? Traffic, flat tires, fuel or maintenance bills, children, an ex...? We all get headaches from time to time. It is among the most common maladies; but when is a headache a reason to stay on the ground, and what are the implications of headaches with regards to medical certification?

There are three basic categories of headaches. The most common type of headache (accounting for 90%) is a tension or muscle contraction headache, while sinus headaches and the dreaded migraine headaches are less common. Other types of headaches may be indicative of a rare condition.

A tension headache is an aching sensation that usually begins in the neck and radiates in a band across the top of the head to above the eyes. The neck muscles behind and below the skull are usually tender. The pain is usually bilateral and fairly equal right to left. It is often related to fatigue or stress, and can be triggered by dehydration, poor sleep habits, and diet.

Sometimes these headaches are related to the flu or a cold, which is a good reason to remain grounded. They are usually remedied with over the counter medications like Tylenol, aspirin or ibuprofen, and pass quickly. Don't think you can "fly over" a cold and an aching head or neck. Give your body the rest it is demanding. Remember cold medicines often contain antihistamine, which causes sedation, and it is certainly not legal to fly in this condition. When in doubt, don't go up!

Another cause for headache is sinus infection with obstruction and swelling. The pain here is usually behind the eye, over the eyebrows or in the cheek or teeth. Your head can be sensitive to pressure altitude and become very intense when a pilot descends from altitude. Acute sinusitis is usually treated with decongestants and antibiotics, along with pain medications. Chronic sinusitis is usually not as intense, but in either case, an ongoing condition usually requires the same treatment or, occasionally surgery.

Migraine or vascular headaches occur in about 1 to 4% of the population. They are thought to be related to spasm and dilation of the blood vessels to the brain. They are also recurrent headaches and may have neurologic symptoms. The "classic" migraine is a headache with an "aura" or sensory premonition that occurs before the full headache is in progress. It could be a smell, a taste, a flickering in one eye, or one-sided pounding or throbbing in the head. Sometimes these are related to food or lights.

Another type of migraine is the "common" migraine. It accounts for 75% of migraines but does not manifest an "aura" before the headache starts. Other types of migraines include: "acephalgic" where there are neurologic changes without head pain; "basilar" where there can be total blindness, confusion, vertigo, or double vision; "cluster" where there are recurrent severe headaches over several weeks, but only occurs once a year or perhaps every several years; "jab and jolt" where sudden sharp pain is followed by a brief (less than one minute) neurologic change. All of these migraine types are complex, but the underlying symptoms are usually unilateral with severe neurologic findings.

The treatment for migraines is to reduce the vascular spasm, and this is where the problem lies for pilots. These headaches are treated by two methods: "abortant" and "prophylactic" medications. The abortant treatment

uses medication to minimize the migraine headache from the onset. The key here is that with acute medication flying is generally not allowed until the symptoms dissipate from the migraine and the medication. As a rule this takes at least 72 hours. Of the prophylactic medicines, some, like beta blockers or calcium channel blockers are allowed, but others, like antidepressant or antiseizure medicines result in the loss of a medical certificate.

Helpful hints for the doctor's visit:

1. When you fill out the 8500 for your physical, do not list headaches as "migraine headaches" unless this has definitely been diagnosed. There have been cases where pilots have lost the ability to fly due to this "mislabeling," so be careful and do not self-diagnose migraine.
2. If this diagnosis is being considered by your doctor, make sure you get a full work up to make insure it is correct. It is important you have the diagnosis because the FAA will need it to grant a Special Issuance.
3. Most doctors do not understand the regulatory environment under which pilots exercise the privileges of their license, and do not understand the implications of their diagnoses and treatments. It is a good idea to work closely with your AME, your treating physician, and the FAA to make sure your condition is under control and the medication is allowed.

There are other headache causes that need close attention, such as infection or meningitis, trauma-related headaches, tumors or ballooning of arteries called aneurysms. These, like migraines, need special attention for treatment, sometimes urgently. It is critical that any severe and lasting headache be medically evaluated. For most of you though, it is just a headache that will resolve quickly with simple treatment and without recurrence. Learn what you will need to prevent getting another one, and return to the air!



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Bookworm

Taku

By Laura Adams, Editor

Last August my parents invited me to accompany them on a 4-day whirlwind trip to Alaska. Our journey began in Bellingham, Washington, boarding one of the Alaska Marine Highway's ferries for a 3-day journey through the Inland Passage to Ketchikan, Wrangell, Petersburg, and final destination: Juneau. We only had one day in Juneau, and my Dad offered to treat me to any sight-seeing adventure I chose for my birthday.

I spotted the Wings Airway's DeHavilland Otter floatplanes sunbathing in the harbor, and flight-seeing was clearly the only choice. For me, this 3-hour "flight & feast" glacier tour into the Taku Lodge was the climax of the entire trip. The view, the landing beside a glacier, the best King Salmon dinner ever, the black bear in the tree next to the lodge, and

the incredible story about the Taku Lodge left an unforgettable imprint on my heart.

While dining, I had the pleasure of sitting next to our pilot and part-owner of the operation who shared more about the history of the lodge than the tour guide had offered. He tantalized me with intimate detail of the incredible stories of the four founders of the lodge. With warmth of the fire burning on the magnificent hearth, and a mouth watering aroma filling the room, it all ended too soon. Stepping out of the lodge into a yard filled with wild flowers facing the Taku glacier, I stopped at the cabin gift shop just before boarding for the return flight. While there, I happened upon "**Taku: Four Amazing Incredible Life Stories and the Alaskan Wilderness Lodge That Brought Them Together**" by Karen Bell and Janet Shelfer. Hooked, I longed to learn more of the story.

Harry DeVighne, one of the first physicians to enter the Alaskan territory, was the original owner of the lodge,

which was built in 1923. The story of his arrival in Alaska from his beginnings as an orphan fending for himself on the streets of New York City is unbelievable. Both parents died of small pox when he was just eight years old. Fleeing from his guardians, Harry evolved from a newspaper boy to hobo traveling the country, to a crew member on a smuggling ship, to obtaining a Rough Rider invite, and to a painter and custodian of a hospital. Eventually a doctor at that hospital recommended him for medical college in San Francisco.

After graduation, he learned that the U.S. Board of Education was looking for a medical doctor to survey the native races of Alaska. The one year government contract would cover his living expenses, allowing him to establish a practice. Harry arrived in Wrangell in 1904, just a year after the telegraph system was introduced into the territory. The gold rush and lack of public health professionals proved to

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Taku

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be a fertile field for Harry's vocation. Following a stint in WWI, he returned to Juneau to become Alaska's Commissioner of Health and chief surgeon at his hospital.

By 1922, his medical career at its peak, Harry sought solace from the demands of day-to-day life on camping expeditions throughout Alaska. Eventually he decided to market the Alaskan experience, realizing that everyone appreciated a departure from the routine. He built a central hall with 40 sleeping tents at the mouth of the Taku River and ordered a Boeing floatplane to transport guests to the lodge. He even petitioned the local city council to build a hangar for the new aircraft at the wharf in Juneau.

Unfortunately, the flying aspect of his endeavor failed, but Harry's lodge still received national press exposure bringing in visitors from all over. However, by 1931 with the economy in shambles, Harry received a timely offer for the lodge from a frequent guest, Hack Smith, backed by his multimillionaire mother, Erie Smith.

Hack Smith was the only one of the four main characters in this book who was born into a life of luxury without suffering any kind of adversity as a youth. Unfortunately his was the path of the stereotypical prodigal son resulting in loss of his entire fortune, two failed marriages, rampant alcoholism, and financial dependency by age 29. Besides his family name, Hack's only claim to fame was military service in the French Ambulance Corps.

By contrast, Erie Smith was motherless at age 6 and indentured to her mother's former employers, Julia and Charles Hackley of Muskegon, Michigan. Unable to have children of their own, they "adopted" Erie. With wealth comparable to that of the Rockefellers, they sent Erie to Wellesley College, where she graduated and married into an equally prestigious and hard-working family. In 1905, the Hackleys

died leaving Erie their multimillion dollar estate.

In 1931, Erie was desperately trying to find another place of rehabilitation for her wayward son. Hack had just been released from another hospital stay for a shrapnel-related injury. His nurse, Mary Joyce, had been his only joy in years. Erie hired Mary as Hack's personal nurse, and when they all stumbled upon Taku Lodge, she banked on this combination of nurse and lodge to keep Hack out of trouble.

Mary Joyce was born in Wisconsin, and raised as one of eight children by her Aunt after her mother committed suicide. Her physician uncle encouraged her developing interest in medicine, and she graduated from a Chicago nursing school in 1920. Eventually she landed a job as head surgical nurse at Los Angeles Catholic hospital. Shortly thereafter, her connections with the Hollywood crowd enticed her into advising movie directors on medical scenes. Although Alaska was nothing like L.A., Mary nonetheless fell in love with Taku the moment they arrived. Without hesitation, she agreed to stay at the lodge and care for Hack.

At first, Hack's drinking excursions into Juneau along with the isolation of winter seemed impossible to manage; however when Mary began dog sledding with Hack, a whole new winter wonderland opened up. She also decided that permanent cabins should replace the sleeping tents. Both of these pursuits required such great physical exertion of Hack that it proved to be the necessary remedy for his drinking binges.

Once, an early freeze left them stranded during a hunting trip requiring an air rescue. That event convinced Mary to enlist aviation services for Taku Lodge, and she soon became close friends with Shell Simmons and Bob Ellis, two of Alaska's aviation pioneers.

Hack died of a heart attack in 1934 at age 38. Erie deeded the lodge to Mary. When a communications station was requested along the Taku river for weather advisory, Mary became Alaska's first female radio operator, which also helped her cope with the loneliness

"She wanted something to remember when she was too old to dream."

following Hack's death. Two years later, she accepted the challenge of a 1000-mile dogsled journey from Taku to the Fairbanks Ice Carnival. In the dead of winter, it took her five months to complete this challenge. People thought she was absolutely crazy, but with determination she defied them by saying that "She wanted something to remember when she was too old to dream."

Mary definitely experienced the adventure of a lifetime, one that made her famous. She followed the flight path the pilots used between Juneau and Fairbanks, camping at airfields along the way. Part of the trip, she was accompanied by aviator Clyde Wann who is credited with bringing the first plane to the Yukon. On the flight back to Juneau, pilot Joe Crosson, who pioneered air services in Alaska in 1926, encouraged Mary to learn how to fly. Mary soon joined the Juneau Flying Club, and soloed after only 5 hours of instruction.

In 1938, Pacific Alaska Airways hired her as a flight attendant. Endowed with the beauty of a pin-up girl, and with a background in movies, piloting, radio operating, and nursing, Crosson realized that Mary was not only extremely qualified, but also an ideal representative for the airlines. Not long after that, Idaho's Sun Valley Ski Resort hired her to give moonlight dogsled rides while sharing her stories. By 1950, she owned a couple of Juneau bars and ran for the office of Alaskan Territorial Representative.

What intrigued and inspired me most about the lives of Harry, Erie, and Mary was in spite of tragically losing their parents at such a young age, and the obstacles and hardship they experienced; these three individuals blossomed into adventurous American pioneers becoming icons of the American dream. In Alaska, flight was their lifeline. Even today, plane or boat is still the only way into or out of Juneau.



The Color of Aviation:

Idaho Icon Nat Adams

By: Crista V. Worthy

How many people can say their work has changed the face of their home state? And of those, how many can say they helped save the life of a future President? Nathaniel J. Adams could have said that. But he preferred action to speeches. His deeds during WWII reveal a young man 100% committed to his comrades and country. And when he returned from battle to his Idaho home, Nat Adams commenced upon an outstanding architectural career, even as he committed himself 100% to his beloved Sally and their future family.

Nat Adams was born July 16, 1921 in Buhl, Idaho. He moved to Boise at age three, graduated from Boise High School, and attended Boise Junior College across the river. Between the river and the college, a single runway hosted a small air company delivering mail. (That small air company eventually grew into United Air Lines.) After the attack on Pearl Harbor, the college and the Civil Aeronautics Authority established a program to train future military pilots. Nat was accepted into the program and learned to fly at the little airport. He then enlisted in the U.S. Navy, said good-bye to his family and sweetheart Sally, and set off to earn his Navy "Wings of Gold." Another cadet nicknamed him "Blackie" for his thick black hair, and so he was known to his squadron throughout the war. Nat qualified as a carrier-based fighter pilot, his first choice, and was sent to Oahu, Hawaii. His new aircraft would be the 2,000-hp Grumman *Hellcat*, a major upgrade from the *Wildcat* he had flown previously. The *Hellcat*, along with the TBM *Avenger* torpedo bomber, were the two aircraft types largely credited with the air defeat of Japan. A few days later he landed on the *USS Monterey* as part of Task Force 58, powering across the Pacific toward the Palau Islands.

Nat's first combat came on April 30, 1944, when the task force eliminated the Japanese base at Truk and Nat blew



up a destroyer in dry-dock. After his tour with the *USS Monterey*, Nat was ordered to the legendary *USS Enterprise*. For three weeks, the carrier launched daily strikes on Guam to clear the way for the Marines. On July 14, he was ordered aboard the *USS San Jacinto*, his home until November 30, 1944. Nat was now a member of fighter squadron VF-51, and joined in the camaraderie with the other pilots. On July 25, after shooting down a Japanese bomber, Nat's group spotted what they thought was a destroyer, but was actually a munitions ship loaded with mines. After pressing home repeated strafing attacks in the face of heavy return fire, Nat again dove in formation behind his comrades toward the ship. Suddenly a mushroom cloud of smoke and shrapnel exploded into his plane, tearing off part of the port aileron and damaging the wing. With the aileron gone, his plane would stall and spin before he could slow it to carrier landing speed. A water landing was his only chance. But if he landed too fast on the heaving sea, he would cartwheel to certain death. Pulling up along the destroyer *USS Healy*, Nat skillfully stalled the *Hellcat* into the water tail first at full power and then cut the engine. Getting out of the pitching plane was difficult, but he managed to swim away and grab a life preserver. For his "outstanding skill, courage and determination" that day, Nat was later awarded the

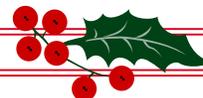
Distinguished Flying Cross. In the meantime, many events, both harrowing and mundane, would transpire: Safely aboard after his successful ditching, the ship's doctor was surprised to find Nat didn't even have a scratch; he only needed dry clothes. But on the way to the officer's dining room, Nat smacked his head on a steel beam. Blood streamed down his face and it was back to sick bay for a patch-up.

Day after day through the summer of 1944, U.S. forces pressed their attacks on islands across the Pacific. 400 miles south of Tokyo lay the island of Chichi Jima. Communication towers crucial to the Japanese Empire were housed within its volcanic rock, protected by a blanket of anti-aircraft guns. On September 2, four *Avenger* pilots from VT-51 were ordered to penetrate the barrage of flak and knock out the radio towers on Chichi Jima. One of those was a 20-year-old Lt. (jg) George H.W. Bush. Nat and three other *Hellcat* pilots were to fly cover for the *Avengers*. Adding to the tension, their carrier would depart the area immediately after launch. The pilots would have to carry out their mission and catch her before they ran out of fuel.

In position over the island, the *Avengers* dove in pairs through exploding anti-aircraft fire to deliver their bombs. Bush, leader of the second group, nosed into his dive as the bomb bay doors opened, but then his plane took a fatal hit. He continued the dive and dropped his ton of bombs but Nat could see his engine flame, the fire spreading toward the wing's fuel tanks. Bush leveled his smoking aircraft and Nat heard him tell his crew to bail out, yelling, "Hit the silk! Hit the silk!" One crew member jumped but his parachute failed to open. Nat saw him fall to his death. The other crew member never responded; he was likely dead from shrapnel. Bush then escaped his stricken plane, which

See Adams

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Adams

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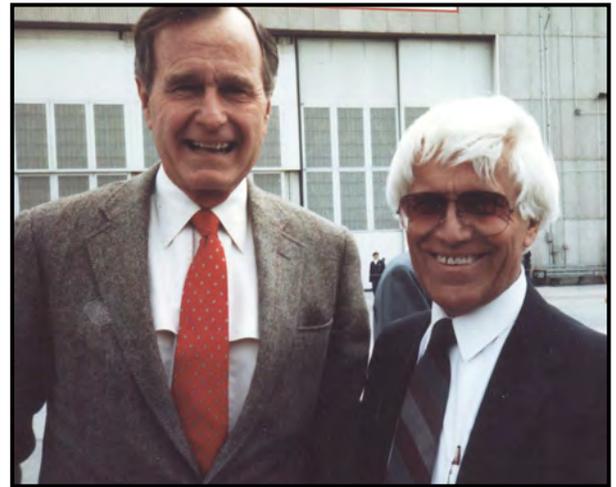
exploded just before he hit the water. Nat watched him inflate his life jacket and get into his little raft. The wind was blowing Bush toward the shoreline a couple of miles away and a small flotilla of Japanese boats was already in the water, rushing to capture him. Nat and the other *Hellcat* pilots dove at the boats until they blew them all out of the water. Nat and the other fighters continued to circle the area, keeping the Japanese away for about two hours until a U.S. submarine surfaced and plucked Bush out of the ocean. They then raced toward their carrier, happy they had enough fuel to catch her. Other airmen captured at Chichi Jima were not so lucky as Bush. The Japanese, after interrogating and torturing their prisoners, cut open their chests to reveal the beating heart and heaving lungs of their living victims. As the pilots bled into unconsciousness, their captors decapitated them and finished the ceremony by eating their livers. Over the years, President Bush remembered his squadron mates on numerous occasions. On February 24, 2004 he wrote a letter of thanks to Nat which read, in part, "Dear Blackie . . . without your covering support I would undoubtedly have been captured, executed and cannibalized. With warm regards to you and yours, George Bush."

Nat continued flying and fighting through summer into fall, pressing attacks on Peleliu. From there it was on to Okinawa where Nat earned an Air Medal by single-handedly blowing up

a torpedo boat. In two days the *Avengers* sank over 50 ships while the fighters of the combined task forces destroyed over 100 aircraft. From October 12–14, Task Force 38, with planes from 16 carriers, made sweeps on Formosa. The *Hellcats* primarily targeted airfields, engaging *Zeros* and braving barrages of anti-aircraft fire. Nat recalled, "Here I was, an adventurous little guy from Boise, Idaho, flying with one of the most powerful striking forces ever assembled. It was unreal."

Flying into the face of death day after day, Nat survived 271 days of combat during the height of the U.S. conflict in the Pacific. He returned to Boise for his well-earned leave on Christmas Eve. He was later transported to Pearl Harbor to begin his second tour of duty but the Japanese surrender intervened. When Nat returned home, it was with the Distinguished Flying Cross, a WWII Campaign Medal, Pacific Campaign Medal, Asiatic Campaign Medal, another Air Medal, Battle Campaign Medal with Seven Combat Stars, and a Presidential Unit Citation Medal. The city wanted to honor him but Nat politely declined. "I'm no hero," he said, "The real heroes are all the guys who didn't come back."

After returning home, Nat made plans to resume his studies. His father had owned lumberyards, so Nat grew up with an appreciation for building and a love of fine woods. He decided to pursue a degree in Architecture. It was fall and



Shortly before becoming President, Vice President George H. W. Bush with Nat Adams in October 1988.

Break?' It wasn't whether; it was just when! I said, 'Is that a proposal?' We were married the following spring and lived in Student Housing at the University of Oregon." During this time, Nat also flew the *Hellcat* out of Seattle in the Navy Reserves. After graduation, three years' apprenticeship, and passing the Board Exam, Nat started his own architectural firm in Boise.

As the years passed, Nat and Sally raised their sons Tom and John. The only times the medals, goggles, and leather flying jacket emerged from the basement footlocker were when the boys "played Navy," running around with them in the yard. Nat was busy building a remarkable career and enjoying life with his family. The medals seemed irrelevant and were largely forgotten after the boys stopped playing with them. As Nat's staff and reputation grew he began designing large commercial projects. He would often rent a Cessna in Boise, fly to a distant job, waggle his wings over the project site, and have the contractor pick him up. Flying allowed him to keep tabs on construction projects and be back at his desk by noon. Nat sometimes worked around-the-clock to get jobs done on time and under budget. He and Sally counted dozens of successful Idahoans as their personal friends. At one event "potato billionaire" J.R. Simplot pulled Nat aside and said, "You've been around awhile; you must know something. Why don't

time for school, but he had one more important plan to make. Sally recounts, "One day he said to me, 'Would you rather get married at Christmas or Spring



Nat Adams' medals are now at the Warhawk Museum.

See Adams

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Calendar of Events

For the most recent list of Aviation Events, please visit our website at www.itd.idaho.gov/aero. Email your calendar event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.

ONGOING EVENTS

First Tuesday of every month: 10:00 am - Warhawk Air Museum hosts WWII generational people for a morning of conversation and friendship. All veterans are welcome. Warhawk Air Museum, 208-465-6446

DECEMBER

Aircraft Registration Renewals will be mailed to you.

7 Pearl Harbor Day Warhawk Air Museum, 208-465-6446

Please renew your aircraft registration by January 1st. This year online registration is unavailable while we work on connecting our registration system with the DMV to help streamline the vehicle registration process in Idaho. In order to accomplish this upgrade in customer service, we will now be using either your driver's license or EIN number to link all of your vehicles to you. Please provide this information on your renewal, as well as an email address (if you have one) and phone number!

JANUARY

12-13 FIRC (Flight Instructor Refresher Clinic), Boise
Ponderosa Aero Club, 208-344-5401 or www.ponderosaaero.org/firc

15 Rudder Flutter Articles Due for the next issue.
laura.adams@itd.idaho.gov or 208-334-8775

MARCH

IA Renewal, Clarion Inn, 1399 Pocatello Bench Road, Pocatello.
208-282-3372 or www.workforcetraining.isu.edu/ia

Thanks for all the submissions for this issue. If you don't see what you sent to me in this issue, that just means we ran out of room; and it will appear in one of the next issues. Please keep your articles, notes, thoughts, and ideas for the **Rudder Flutter** coming! Also, if you have read any aviation related books lately that you would like to recommend, please write a 1-2 page book review to entice us to read it.
– Editor

Safety Wire

FIRCs – Something Old, Something New

**By: Jennifer Christiano, CFII
Ponderosa Aero Club**

Coming January 2013, Idaho flight instructors will notice something new – and something very familiar – about their Refresher Clinics (FIRCs). The new is the fact that the FIRCs will no longer be run by the Division of Aeronautics. With the retirement of Frank Lester, an era has, unfortunately, come to an end. Changing personnel and increasing demands on the department's resources have left Aeronautics unable to continue conducting the resource-intensive clinics for instructors. Therefore, some of the key players of the FIRCs will change as the baton of leadership has been passed to Ponderosa Aero Club (PAC) of Boise. What will *not* change, however, is the look, feel and quality training content that flight instructors across the state have come to expect from these clinics.

Beginning in January, Ponderosa (PAC) will begin conducting two FIRCs per year, both in Boise. The clinics in Lewiston and Idaho Falls will be discontinued in order to concentrate resources where they have traditionally been most intensively utilized. The new FIRCs will maintain the same essential structure as the previous clinics, although a slightly broader array of speakers may be joining the instructor lineup.

Repeat attendees may, however, notice a few subtle new touches as PAC adds its "flying club hospitality" to the activities. In addition, there may be a modest fee increase as the march of inflation continues to make greater demands on organizers' wallets. The good news is that costs will be kept to a minimum because PAC is a not-for-profit organization. Therefore, PAC will be operating the FIRCs for the benefit of the pilot community, rather than for revenue generation.

The next Idaho FIRC will be held on the weekend of January 12 – 13, 2013. Attendees may register by contacting Ponderosa. Both check and credit card payments will be accepted, and seats will be reserved on a first-come, first-serve basis. Online registration should be available next class. For further information or to register, please call PAC at (208) 344-5401 or www.ponderosaaero.org/firc.

Other options include the following online resources:

1. Gleim Knowledge Transfer Systems: www.gleim.com/FIRC
2. King Schools: www.kingschools.com
3. The Air Safety Institute and Jeppesen: (800) 638-3101, press 1, M-F 8:30 am-6 pm EST

– Editor



Radio Chatter

Editor's note: As a tribute to Frank Lester we will maintain his column with a different format. It was his utmost desire that all of Idaho would have a voice in the Rudder Flutter; so in this section, we will specifically post news from airfields throughout the state.

Priest Lake

Presenting Huckleberry Seaplaners Association by Mike Kincaid

We call ourselves the "Huckleberry Seaplaners Group," that is until someone comes up with something more clever and preferably a memorable acronym. The original thought was to allow anyone with a seaplane—or anyone who can get a ride in one—to join. However, this was modified to allow anyone who likes huckleberry pancakes and seaplanes to be a member. Our only goal is to have fun. Unlike the AOPA, EAA, SPA, or other important groups with impressive initials, our association has no rules, lobbyists, or dues.



Our first meeting was held on September 18, 2012. Lucky to have a good friend with a Goose, I back-seated in the cavernous hull of the 1940's seaplane while Bob Williams piloted and Burt Rutan took the right seat. Bob made perfect splash-down on Priest Lake; and soon 2 Super Cubs, a Husky, 2 Cessna 185's, and 1 Seaplanes West C-182 on Aerocet floats joined us.

After securing the Goose next to the rest of seaplanes on the beach, we trudged up through the forest to Hill's Resort. Our famished group was warmly welcomed by the friendly staff, and we cozied up to enjoy the lodge's famous

menu, of course, indulging in huckleberry pancakes. The lakeside view provided a perfect setting to share wild (some, maybe even true) stories. Astronaut John Phillips and Burt Rutan engaged in engineer talk, and also regaled the rest of us with snippets of their world adventures in a round-table discussion.

The only official business was to name organizational members. By consensus, it was decided to combine all positions into one: President/Secretary/Treasurer/Float Pump-Outer. By unanimous decision, Jim Warren, Cessna 185 seaplane owner from Coeur d'Alene, was appointed as such.

Coeur d'Alene

Runway Number Changes by Mark Lessor

Pilots in northern Idaho have no doubt noticed the pavement work on runways at the Coeur d'Alene airport during late summer and early fall of this year. After the asphalt work was completed, the

See Radio Chatter

Continued on page 16



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Compass Rose

The Ninety-Nines ... What an Odd Name

By: Gene Nora Jessen, author of *The Powder Puff Derby of 1929*, and *The Fabulous Flight of the Three Musketeers*

Patterned after the men's traditional transcontinental air race, The National Exchange Club nervously sponsored an All-Women's Air Derby from Santa Monica, California to Cleveland, Ohio, a distance of twenty-seven hundred miles. The race's finish line was the site of the Cleveland Air Races, drawing



99s Compass Rose logo designed by Tiffany Jewelers in 1929.

crowds from across the nation and even abroad. For the first time the 1929 air

races included 20 women racing their fabric, open cockpit airplanes, and vying for \$8,000 in prize money. Among the newspaper crew assembled for the historic takeoff, Will Rogers, noted that the female pilots, who were women after all, pulled out their compact and lipstick for the cameras. He said, "It looks like a Powder Puff Derby to me." The name stuck.

After days of navigating with only a compass and a Rand McNally road map, enduring numerous mechanical forced landings and the typical challenges of early aviation, the women arrived in Cleveland excited at what they'd done

and were ready for more. They gathered under the grandstands and put together a plan for an organization of licensed women pilots, sending out letters of invitation to all 114 female pilots in the United States. When 99 women pilots chartered the organization, they took Ninety-Nines as their name, then immediately opened up to additional members. Today 99s hail from all over the world and are in every aspect of aviation.

The Ninety-Nines, Inc. is organized into sections and chapters and the



Pat Jenkins herding cattle at their Barton Lake Ranch. The helicopter is named Woodstock and it's yellow, of course.

Idaho 99s number 51 members, chartered in 1954, including some across the borders of surrounding states (and there's also an Eastern Idaho chapter). They're from all walks of life, ages and occupations. Charter member Barbara Hornback flew regularly in and out of the family's Sulphur Creek Ranch and her pilot daughter Patty Vance's passion is animal care at the Idaho Humane Society. Pioneer Onita Hoff of Idaho Falls inspired her son Bob Hoff to fly and now her grandchildren are learning to fly in Onita's refurbished Cessna 120. We are rich in ground-breaking pioneers with Sue Ranney the first female to fly jets for a Fortune 500 Company, Boise Cascade. And speaking of jets, Patty Mitchell (we call her Patty Pilot) lives mostly on their boat presently on the Mississippi, with a land house in Cascade, Idaho – is retired from flying 747s across the Pacific for United Airlines. Another 'round-the-world Boeing 747 retiree is Karen Marchbanks.

Pioneer Lyn Clark developed a highly respected back country flight training course, later expanded by Lori MacNichol Kolbrun drawing students from across the country and even Central America. Cammie Patch is another talented CFI drawing students from home and abroad at her Glass Cockpit Aviation on the Boise Airport. Dr. Amy Hoover is a university aviation program professor.

See Ninety-Nines

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Radio Chatter

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runways were then marked with centerlines and runway magnetic orientation numbers. Sharp eyes will notice a change in runway heading assignments. Due to the continual drift of the earth's magnetic north pole, the value of magnetic variation changes over time. According to the FAA, an assigned heading can be as much as +/- 5° off the actual magnetic heading. Once this value is exceeded, then new numbers are assigned for the runway ends. For an airport such as COE, this change requires correction of approach plates, facility directories, airport signage, airport layout plans and more. Pilots based in COE no doubt had to re-tool their radio communications phraseology to safely operate in the pattern(s). Coeur d'Alene-Pappy Boyington Field now has long runway 06-24 (versus 05-23) and shorter runway 02-20 (versus 1-19).



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The Division of Aeronautics, through the 5010-1 Safety Data Program, has also initiated runway heading changes for several airports this year. Magee State Airport, Aberdeen Municipal, Antelope Valley State Airport have been corrected this year. Changes to dirt, grass or gravel airports are fairly straight forward. Paved runways and those with instrument procedures require additional involvement of the FAA. Even if you have landed at a runway for years, thorough pre-flight review of current airport facility directories is the best way to avoid confusion if there has been a correction in magnetic heading assignment.

Gooding

Vans RV Fly-In by Randy Quigley

On the morning of August 4th, the radio frequency was full of chatter as 17 of Van's Air Force planes announced their approach to the Gooding Airport for a RV Fly-In and breakfast.

From Caldwell to Ogden, they came as singles, doubles, and squadrons, to meet with fellow RV pilots and share in good food and camaraderie. Dale and Rod Thomas, of High Range Aviation felt it was time to host Gooding's first Van's RV Fly-In.

On top of extending the Fly-In invitation to all RV owners, the Thomas' also provided a free breakfast and lowered the price of fuel for this event. Judging from the smiles and new found friends, the event was a huge success.

There was plenty of eye candy for all to enjoy as the pilots checked out the display of RVs from RV 3 to the RV 10.



If you have ever spent any time visiting with an RV pilot, it doesn't take long to understand their infatuation with their aircraft.

Come check out Gooding's next RV Fly-In for great hangar flying and friendly smiles from enthusiasts who look like they have died and gone to heaven.

Kamiah

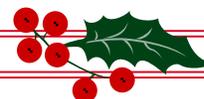
Kamiah Fly-In by Nicholas Grachanin

We all had a wonderful time in September at the Kamiah Fly-In, despite the forest fire smoke working against us which resulted in reduced visibility. The intimacy of local friends and enjoyment seeing the aviation community come together, including the Young Eagles program, to feast on Ron and Mary Ann's breakfast was an absolute delight.



See Radio Chatter

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Radio Chatter

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Lewiston

Octoberfest by Ron Sarbacher

Octoberfest 2012 was a great success for the Experimental Aircraft Association Chapter 328 of Lewiston, Idaho. The annual fly-in breakfast and swap meet, was the brainchild of first-time event coordinator, Patty Betz. She enlisted the help of her husband, Bud, and I along with several other volunteers from the Chapter. We hosted over 50 vendors for the event. Several commented that this was the best they had done at an outdoor event. Everyone I asked, said they will be here again next year. Our Chapter served over 200 pancake and egg breakfasts and over 100 hot dog lunches. We had an ever-changing array of aircraft on display, as pilots would come and go throughout the day. Several of the aircraft were homebuilt and vintage aircraft including a Glass Air, a Commonwealth, and a Fairchild. Kiwi



Air offered rides in their R44 helicopter which proved to be a great platform for capturing the images of this event. All of us at EAA 328 would like to thank you for attending, and we invite everyone to next year's event.

Ontario

Changes at KONO by Amanda Vansickle

On your way to and from Boise you may pass over KONO - Ontario Airport, "The Gateway to Oregon," located just

three miles from the Oregon/Idaho border. You could also call it "The Gateway to Idaho's Backcountry."

The runway, taxiway, and parking area were freshly resurfaced in the summer of 2010. The runway is now 5011 x 100 and rated for 60,000 lbs. The FBO that used to be called Ontario Aviation is now Frazier Aviation. The comfy pilot's lounge boasts free WiFi, coffee, and television. Enterprise car rental is also available. Hours of operation: 7:30 AM - 6:00 PM, Monday - Friday, and on-call on the weekends.



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Adams

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you design my house?" This singularly famous Idaho residence has now been designated the Governor's Mansion. Nat Adams projects include the Boise State University stadium and physical education complex (built on the site of the airstrip where Nat originally learned to fly), First Security Bank, Ste. Chapelle Winery, St. Thomas and All Saints Episcopal Churches, and over 700 other projects in Idaho and across the Northwest, a number of which received American Institute of Architects (A.I.A.) design awards. He served as President of the Idaho Chapter of the A.I.A., President of the Historic Preservation Commission for Boise, and served on many other Boards including St. Luke's Regional Medical Center, the Idaho Aviation Hall of Fame, the Sawtooth Society, and Downtown Rotary Club. He gave guest lectures at Nampa's Warhawk Museum, sharing his WWII experiences with hundreds of Idaho youth. For his contributions, and for Sally's Art in Schools programs and success in persuading leaders of over 75 Idaho corporations to purchase and display Idaho artworks in their offices, Nat and Sally together were awarded the Lifetime Achievement Governor's Award for the Arts in 2004. The Idaho

Historical Society retains Nat's architectural tracings and other papers.

"Nat *flew* his Porsche, he didn't drive it," Sally says, "But he was committed to me 100%. Of 36 men in that squadron, not one of them got divorced." Nat and Sally saw Nat's old squadron members at Navy reunions and at Bush's inauguration. "They still called him Blackie even after his hair turned prematurely snow-white. At the christening of the *George H. W. Bush* aircraft carrier, the admirals all said how honored they were to meet him. They were in awe of his wartime seat-of-the-pants flying off those little carriers."

After a short illness in 2007, Nat returned from the hospital. His family gathered at home, and his sons found the forgotten old footlocker in the basement. Inside were combat photos, a Presidential Citation, his airplane's leather cushion, a slew of medals, and



Nat and Sallie in Hawaii during 2007.

not one, but *two* Distinguished Flying Crosses. Why he was awarded the second Flying Cross isn't known. Nat died a few days later. All Saints Episcopal Church filled to overflowing for his funeral. Two officers stood in salute during his entire interment ceremony, followed by a missing man formation flyover.

As Americans, we literally owe the existence of our free country to the bravery and sacrifice of the veterans of WWII. When we search for role models, these are the people we should emulate and teach our children about. And when we speak of "their sacrifice," we should remember that sacrifice was made over and over, each day in combat, one terrifying moment at a time—a commitment made anew each day.

Nat's legacy lives on in his wife Sally, a woman of exuberance and charm. His sons and grandchildren lead interesting lives in business, the arts, and even architecture, living out the promise written on Nat's headstone, "CAVU." Ceiling and visibility unlimited.

Nat Adams' medals, citations, logs, and other materials are on display at Nampa's Warhawk Museum. Read more first-hand accounts from WWII pilots in "Navy Wings of Gold" by F.W. Robinson, available at Nampa's Warhawk Museum and www.NavyWingsOfGold.com.

Crista V. Worthy is Editor of "The Flyline," the monthly publication of the Idaho Aviation Association. She is also Technical Editor/Writer at "Pilot Getaways" magazine.

Ninety-Nines

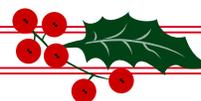
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Stacey Budell is an ag pilot and rancher Pat Jenkins herds cattle with her helicopter, usually not much above fence height. Of course Pat also has to have a go-to-town airplane, a Cessna 185. Mary LaMoy drops smoke jumpers to fight fires. Laura Scott operates the fixed base operation in McCall. We can count an Idaho First Lady, Jacque Batt, as a 99.

We especially brag on our military pilots - Lt Col Kathy Hughes, MD who was the Idaho National Guard Senior Flight Surgeon in Boise while also flying the A-10. She's presently serving at Edwards AFB, but we expect her family back to settle in Council where they

have property and, most importantly, a hangar for their Beech Debonair. We take great pride in the Army's Jacquelyn Keel who is flying the Huey in Afghanistan.

And the trail across the sky goes on. Our very newest private pilot, Amanda Vansickle, is already blazing her own trail working for an FBO in Ontario while also serving on the Ontario Airport commission. We are inspired by our forebears and continue carrying the torch.





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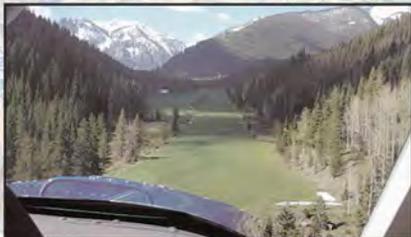
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OUTSTANDING 1,500 FEET OF SALMON RIVER FRONTAGE - Private beach with water rights. Two miles from Slate Creek landing strip (Easy fly-in access). Separate log guest cabin. Multiple outbuildings (Workshop, storage shed & chicken coop). Fruit trees, grape vines & vegetable gardens. Enjoy steelhead & salmon fishing, big game hunting, eddy for jet boat. Convenient drive-in location between Riggins & Whitebird. **\$729,000**



CLEARWATER RIVER FRONTAGE - Foxglove Ranch is truly a unique gem. With 180 acres in a designated Wild & Scenic Corridor, 1 mile of Clearwater River frontage, your own 2200 ft grass airstrip & private tram access, your privacy will be assured forever. The home has been recently remodeled & includes 2 BR, 2 BA + sleeping loft. Borders USFS land. 2 ponds, water rights, barns & numerous outbuildings. **\$1,450,000**



BIG CREEK CABIN LOT - Upper Basin Headwater of Big Creek. 1.2 acre lot. 1/2 mile from Big Creek airstrip. Access to Frank Church Wilderness & USFS. Great hunting & fishing. Drive-in access from Yellow Pine over Big Creek Summit. **\$69,000**

PISTOL CREEK RANCH - Furnished 1350 SF, 3 BR, 2 BA cabin w/det'd garage. Middle Fork Salmon River frontage! Corporate ownership 220 ac. Middlefork Ranch, Inc. Private airstrip, full time ranch staff. Surrounded by 3.2 million ac. of wilderness. Shared ownership also considered. **\$399,000**

BENTZ RIDGE - Private, secluded, USFS in-holding. 109 deeded acres w/900'x50' airstrip. 10 mi. S. of Grangeville, 5 miles east of White Bird. Abundant wildlife, panoramic views. A rare Idaho retreat! **\$218,000**

MCCALL RESIDENTIAL



STUNNING MCCALL CABIN - Efficiently sized & designed, cozy, low maintenance, fabulous views. 1,892 SF, 3 BR, 2.5 BA, oversized detached 2-car garage/shop. 1.3 acres in Payette River Sub. Private Payette River access out your front door. **\$339,000**



PRIVATE DOWNTOWN LOCATION - 2 BR, 2 BA, furnished townhouse. 1,361 SF, 1-car garage, vaulted ceilings, Payette Lake views! Quick walk to Mile High Marina, city parks, beaches & downtown. Great vacation property w/rental potential. Low association fees. **\$219,000**



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Name This Airfield Contest!

Can you figure out which airfield was photographed in this historical aerial view?

The first accurate response to laura.adams@itd.idaho.gov will receive a prize, and the first 10 accurate responses will be published with the correct answer in the next issue.

