



RUDDER FLUTTER

An Electronic Flight Bag “Must Have”

By Tammy Schoen

With excerpts from the 7/20/2012 ITD “Transporter” and help from Kyle Heffelfinger

As a pilot you are required to juggle aviation, navigation and communication, which doesn't leave much time to search for information about an airport while flying through canyons and around mountain tops on a windy day. The Division of Aeronautics wanted to help improve safety for pilots flying into and out of Idaho airstrips, so they threw their hat into the technology ring and created what is believed to be the first electronic airport facility directory “app” in the nation.

The Idaho Airport Facility Directory has been available in print since 1952. “It seemed like a natural evolution for our publication,” said Mark Lessor, Aeronautics Aviation Technician. “We searched for other airport directory apps and none were found.”

With electronic flight bags quickly becoming the standard for pilots, this app will provide pilots with a great way to have GPS navigation, in-flight and destination weather, and now, detailed information about the airports all on a single device at their fingertips. It will also save time, money, and weight, offering a great way to reduce clutter in the cockpit.

The app provides information and runway diagrams for the 134 Idaho airports and aviation facilities. It is currently available in the Apple store for the iPad and will be available for Android-

based tablets soon. However, it is not yet available for use on mobile phones.

To obtain the free app, simply log on to the Apple App store on your iPad and search for Idaho Airports. Click download, and you are on your way to making life easier.

Once the app is open, you will see a large map on the main page. This map is divided into six geographic areas. Tap the area where you wish to fly, and it will open that section of the state so you can choose your destination. Tap the airport and you will have all of the data you are accustomed to seeing in the printed facility directory.

But wait- that's not all! It wouldn't be a facility directory if it didn't provide pilots with a little something extra. On the Main Map page, there are three tabs to help find what you are looking for:

1. **Contents:** This shows all of the “extra” features that are found in the front of the existing printed book. Use the + and – to open and close the sections.
2. **Search:** Allows you to search by airport name, airport ICAO identifier, or scroll through until you find what you are looking for. Note: When searching with ICAO, it works best



if you do **not** include the K at the beginning.

3. **Main Map:** Takes you back to the map page.

Inside the map area, there are four additional ways to get to important information:

1. Search Idaho Airports
2. Adjacent State Airports
3. Survival & Rescue
4. Mountain Flying Tips

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A Letter of Concern to ITD Aeronautics Administrator

John DeThomas,

Thanks for inviting me to comment on the recent accidents in Idaho. My first is to opine that there is no policy, facility flaw, or regulation responsible for the General Aviation (GA) accidents that have been occurring. They are not the result of some shortfall in state programs or guidance, nor are they purely restricted to backcountry flying. Aviators are expected to govern their flight operations responsibly, and it would appear that there are shortfalls in proficiency, knowledge, judgment and respect. Maybe, as you have suggested, the administrators and instructors should be more forthright and ensure that pilots acknowledge the danger involved if they are not both completely competent with the aircraft and familiar with the limitations of airstrips involved.

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

In my opinion, however, the root of the cause goes back to the current training philosophy that minimizes basic flying skills and airmanship. The scenario-based training approach has its place, but it is being promoted as a replacement for maneuvering skills, airmanship, and respect for the hazards of flying light airplanes. The environment present in Idaho is especially demanding of that need. This lack of fundamentals in the developmental and continuation training of many of today's pilots has led to a lack of respect for the complexities of aviation, the limits of our aircraft, and even of the pilots themselves. One cannot expect performance from an airplane that simply doesn't exist. That includes performance at max gross weights, performance at high density altitudes, inappropriate approach speeds, and inability to go around once beyond certain points on an approach.

The other half of the equation is the pilot. I find fault with over confidence in go-no-go decisions, and even decisions to continue or recognize the need to change plans. The attitude that anyone in any airplane can land at any designated airstrip also needs to be modified. Approaching a flight like a car trip is an invitation for eventual disaster. Weather, runway conditions/length, flight environment, and many other factors all need to be considered.

I haven't even mentioned fuel planning. All pilots are licensed to operate aircraft within a set of standards. That is a good thing, but operations beyond those parameters require additional training. This is the individual's responsibility. If we have any role at all in this equation, it is to do a better job of making people aware of the threats they are facing on every flight and to establish a respect in the pilots for: aircraft limitations, personal limitations, external influences, and how much mitigation is possible or not possible.

So, what can we do? The first step is to study the facts and determine

whether or not there is a trend or commonality in the Idaho accidents. We also need to be honest with ourselves about how much influence we can have on a person who doesn't work for us, isn't in our direct sphere of influence, and is licensed to operate his/her aircraft by self-regulating judgments. Accepting this, while wholeheartedly wanting to improve the safety record of GA flying, we have to find a way to gain attention and instill a respect for the limitations and threats we face.

First, I am against special sign-offs, licensing, or permits for flying in Idaho; I believe we need to somehow find a means of continuously making pilots aware of accidents and mishaps that can, and are, occurring. It should include a discussion of what might have prevented the given incident. I do not know the whole answer, but maybe there is an avenue through email, Twitter, Facebook, and the like. Making contact and recruiting the help of group leaders to educate their members before flying to Idaho is another avenue. Personally addressing groups that conduct fly-ins is a program proven to be effective. Maybe the state could enclose an educational flyer with the paperwork documenting campground reservations for fly-ins. There are many possibilities, but to me, the principle of encouraging pilots to be trained and proficient in the type of flying they want to do, while instilling respect for the threats in Idaho, would be a pretty good start.

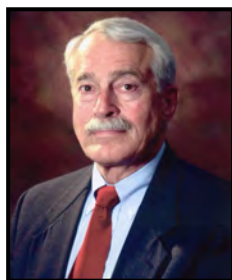
Unfortunately, the best efforts to improve the safety of flying will not reach everyone. For every failure, there are several more pilots who can be guided back to safe practices and fun flying. They are worth the effort.

If the IAA or I can be of any assistance in implementing your ideas, please call us.

Best Regards
Jim Davies



From the Administrator:



By: JV DeThomas
Administrator,
Idaho Division of
Aeronautics

The Rabbit Hole

In recent discussions with my friend Jim

Davies, the President of the Idaho Aviation Association, we agreed to work on efforts to reduce what we both view as a rash of needless general aviation accidents in the backcountry. Jim noted, "The attitude that anyone in **any** airplane can land at **any** designated airstrip needs to be modified. Approaching a flight like a car trip is an invitation for eventual disaster. Weather, runway conditions, length, flight environment, and many other factors all need to be considered and dealt with.

Pilots are licensed to operate aircraft within a set of standards, and that is a good thing; but operations beyond those parameters require additional training. That is the individual's responsibility. If we have any role at all in this equation, it is to do a better job of making people aware of the threats they're facing on

every flight and to establish a respect in the pilots for aircraft limitations, personal limitations, external influences, and how much mitigation is possible or not possible."

Many pilots are taught that flying is more safe than driving. While this is certainly true on a commercial airliner from Boise to Denver, it is manifestly not true with single-engine backcountry flying. Backcountry flying without the highest level of training, proficiency, and planning is a recipe for an accident.

My old Navy friend Aaron once told me that, "The secret to a successful life was to always retain a couple of suitable alternatives in any situation." This wisdom certainly applies to flying. Several recent accidents in Idaho, or nearby, involve single-engine, non-deiced airplanes trying to fly over remote, sometimes mountainous areas under marginal weather and light conditions while running out of options.

Think of the middle of Owyhee County or south-central Oregon at night; there are no weather reporting stations in these areas, almost no ground lights and no lighted airports. Now add lowering

clouds, mountains, possible ice, and limited navigation capabilities. You are, my friend, in deep trouble, even if your flying machine is working perfectly with plenty of fuel.

My personal rule is to always retain a suitable alternate airport that I absolutely know I can get to safely; *my little rabbit hole*. I verify that the weather would allow a return to that field, by having flown over it earlier in the flight, and I am familiar with the terrain and light conditions between me and the field. When the route ahead starts to look iffy due to deteriorating conditions, I turn around and run to the refuge airport.

If you are ever in the situation where your only option is to press on under deteriorating conditions, you have, quite frankly, screwed up. To cite the old saw, "Better you should be on the ground wishing you were in the air, than in the air, wishing you were on the ground."

Keep a safety rabbit hole airport in your mind wherever you fly; it keeps the rest of us from having to fly in bad weather looking for your wreckage.

Electronic

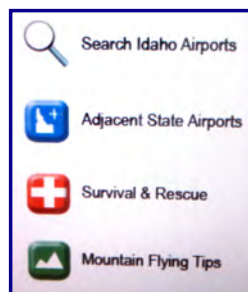
Continued from page 1

The app also provides a Crosswind Component Chart, a KOCH chart for calculating altitude and temperature effects on takeoff, runway distances, important high altitude frequencies for those flying instrument flight rules (IFR), and an FAA flight plan form. In-flight intercept procedures and tips for preventing runway incursions are also provided.

"We plan to update this app at least annually, but we will also have the capability to quickly communicate critical safety information regarding airport changes if need be," Lessor said.

Tony Garcia and Rik Hinton of ITD's Office of Communications, along with Wendy Bates in Planning-GIS were heavily involved in development of the application. Tom Marks in Planning-GIS helped manage the airport data for the original base map.

"We gave the iPad app a pretty thorough check in several aircraft and in various light conditions, in landscape and portrait view, on a kneeboard, mounted in the aircraft, and in bumpy and smooth air. Test pilot stuff, if you will." Lessor said.



"The touch-screen easily cleans with the white silk scarves all pilots wear," he quipped.

Once tested and refined, ITD's AFD application was submitted to the Apple App Store where it was checked for functionality, accepted, and offered to the public for download.

On September 10, 2012, the FAA announced their approval for American Airlines to become the first commercial carrier to have all of its pilots replace their paper-based reference materials with Apple's iPad. This will save the airlines \$1.2 million in fuel, just because the iPad is so much lighter than the 35-pound flight bag previously used.



BSU Club Competes in Aero-Design West

By: Suzanne Craig

Reprinted with permission of the Boise State University (BSU) *Arbitor*

"Airplanes rock!" said Phil Rodman, mechanical engineering sophomore. That was the sentiment across the board for VooDoo Designs' members as they got their plane ready for an international competition.

Sponsored by the **Society of Automotive Engineers (SAE)**, the **Aero-Design West** competition took place in Van Nuys this year. The competition started March 16 with oral presentations and quality inspections to ensure the planes were safe to fly on Saturday.

Boise State's VooDoo Designs Aero Club is in the advanced class. "There are three classes: micro, regular and advanced," club President Mallory Yates explained. Yates, a senior in the mechanical engineering program, is one of the students going to the competition. "The majority of the club is coming—it depends on if they can miss classes," she said. They set out for California late Wednesday, March 14, planning to arrive Thursday. The plane was pulled behind them on a trailer.



This is the seventh year the club has gone to the competition—the first four in the regular class, and the last two in advanced. The micro class never interested them, as those really were "just models," said Brendan Healy, senior member and junior in the mechanical engineering program. With six competitions under its belt, the club had a strategy in mind. Ideally there would be test flights before leaving for the competition, but not this year. "Not for this plane—this one's an all for one, we'll just go for it," Yates said.

In advanced class there are some extra challenges in addition to the standard payload lift challenge where weight is inserted into the wings of the plane before flight in the form of bars of metal. The aircraft is also required to have a data acquisition system, which collects things like speed and distance traveled, as well as taking off within a certain distance. The design this year is very similar to last years. The only visible difference is the fuselage (main body of the plane), which is extended. A lot of the other changes are small, detail-based. According to Yates, there were a lot of issues with the landing gear last year that they wanted to fix. The design this plane used took two and a half years to develop. It was designed by Boise State Alumn, Alex Miller, who graduated with a materials science degree in 2009. "I've always been fascinated by aeronautics, so I guess I joined up and never quit," Miller said. He has been involved in the aero-design club since it began.

What is their reward for all the hard work? Well, there was prize money on the table with \$1,000 for first place, \$750 for second place, and \$500 for third place. The team got to meet other plane-minded students from around the world, because the competition included teams from India and even some from Germany. However, when all is said and done, the real reward is being able to build planes. Some have been members for years, joining the club when they heard about it at events like Engineering Extravaganza. Others are dragged in by their well-meaning roommates. "One day they (Nate Phillips and Brendan Healy) were just like, 'You're coming with us,' and I didn't really have anything else to do on Friday nights," said Michael Large, mechanical engineering sophomore. Large helped work on the fuel system, hoping to get both the new engine and the back-up engine ready in time to run a few tests on them. "Mallory invited me, and I've been coming ever since. I wish I'd gotten into



it sooner," said Kelci Parrish, mechanical engineering senior. This is her first and last year in the club. "I came here in high school with my cousin. I've been coming as much as I can off and on for a year and a half," said Nate Phillips, a junior in mechanical engineering.

After driving home on Monday, the club isn't going to rest on their laurels for very long. Instead they'll be trying to make the plane even better, fixing problems and fiddling. Then they get to do the fun stuff. "See this plane? It's a cool, two-engine plane. Not even a competition plane. They just made it over the summer for fun," Healy exclaimed, pointing at one of the many aircraft hanging in the Harry W. Morrison Civil Engineering Building. "We get to play and make weird planes—just see if we can make things fly," Yates offered.

The club is a way to turn passion for flight into a reality, giving students a chance to see what works (or doesn't), to meet current members of the aerospace industry and to figure out if they enjoy making things fly. "This is all brand new, and I didn't think I was into it before, but after this—it's interesting," said Thomas Green, sophomore mechanical engineering major and first-year member of the VooDoo Designs Aero Club.

Upon seeing the plane, Dick Sevier, research support engineer and safety liaison for the College of Engineering boasted that, "This is one of the coolest things that happens in college." There was an open house for professors and administrators to view the plane on March 14 while the team got ready to take off.



Project Planning for Airports

By: **Melissa Kaplan**

Statewide Capital Improvement Program (SCIP)

Similar to a Capital Improvement Program (CIP) that identifies local airport projects and priorities, the Statewide Capital Improvement Program (SCIP) will tackle the challenge of strategically targeting limited state and federal resources and prioritizing statewide aviation projects.

Airports are a critical component of a state's transportation system, requiring consistent maintenance and improvements to meet the needs and demands of the traveling public, much like our highway system.

In support of the FAA's need for 5 year CIP's, the states of Idaho, Oregon, and Washington are working in partnership with the FAA by developing SCIP's for use in developing the FAA's Airport Capital Improvement Plan (ACIP). The program will be developed in partnership with these states and the Seattle FAA Airports District Office (ADO) for all non-primary FAA-AIP eligible airports. The aeronautics/aviation departments in each state will work cooperatively with the airport sponsors to implement this program.

In Idaho and Washington, a similar program will also be developed for airports only eligible for state airport aid grant funds (non-AIP) as well. The process developed for the AIP eligible airports will be the basis for the non-AIP SCIP program. Oregon does not currently have a state aviation grant program thus they will not have a non-AIP SCIP process.

It is important to point out that while this program is new to the states of Idaho, Oregon, Washington and the Seattle ADO, the process is not new in the Northwest Mountain Region. The states of Colorado, Utah, Wyoming, and the FAA Denver ADO, have used a similar program with great success for several years. Their successful programs serve as a model; however, Idaho, Oregon, and Washington will tailor this program to meet individual state and ADO needs.

The five year SCIP will be derived from FAA eligible and/or state justified projects. Primary project priorities will focus on the preservation of existing pavements.

Communication and coordination with airports will be key to identifying projects.

What are some of the benefits you can expect?

- Ability to capture data at the state level, regarding the constrained and unconstrained needs of our state airports. This data will be used to demonstrate to state legislators and other local decision-makers the financial needs to maintain and enhance this critical component of the statewide transportation system. The states of Wyoming and Colorado have made significant gains over the years in state funding as a direct result of this process.
- Both AIP and non-AIP eligible airports (Idaho and Washington) will participate in the program.
- Increased predictability, consistency, and efficiency amongst our state aeronautics/aviation agencies and

transportation departments, airport sponsors, and the FAA when prioritizing and distributing state airport capital improvement funds.

- Maximize the efficiency of the CIP submittal process. Once

your CIPs are submitted, the states will organize the information. Then, jointly coordinate and analyze with the FAA allowing us to provide a more timely response from the agencies back to you regarding your CIP requests.

Joint coordination with FAA project managers will result in:

- Increased resources for airport sponsors to discuss individual airport CIP and airport needs for possible inclusion in the SCIP.
- The ability of the states to work with the FAA and airport sponsors to better incorporate individual statewide aviation needs into the FAA SCIP development process.
- More efficient use of available AIP funds to each state's airports as well as the potential for increased access to discretionary, state apportionment and non-primary entitlement transfer funds as a result of better SCIP planning.
- A proactive, continual planning process for years to come. This will result in a more sustainable airport system, enabling the state, FAA, and local governments to look ahead to determine how the system can continue to be improved and preserved.

As you are aware, the states of Idaho, Oregon and Washington are working in partnership with the FAA to develop a Statewide Capital Improvement Program (SCIP) for all non-primary FAA-AIP eligible airports. The aeronautics/aviation departments in each state are working cooperatively with the airport sponsors to implement this program. In Idaho, a parallel process is also being developed for airports which are not included in the national plan of integrated airport systems and not eligible for federal funding.

For more information, contact Idaho's SCIP Coordinator **Melissa Kaplan** at **Idaho Transportation Department Division of Aeronautics:**

melissa.kaplan@itd.idaho.gov (208) 334-8640 or visit the Division of Aeronautics Airport Planning and Development section of the website at <http://itd.idaho.gov/aero/>.



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Diagnosing Dementia

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



If you watched the women's part of March Madness, you probably saw Pat Summitt sitting quietly on the bench of the Lady Vols. She has more wins and titles than any college basketball coach, male or female, but looks detached and confused. She is only 59; however, Alzheimer's dementia has taken away her ability to coach a college basketball team. It is likely she will retire after this year, but that has not yet been announced.

What if Pat was an airplane pilot? Could she legally fly an airplane? If not, when did she lose that ability? How would her flight status be determined? If her cognition is impaired, would she be able to make those decisions for herself?

Most of our abilities tend to decrease with age. This is normal; we're not as strong as we once were, our reaction time slows down, and we have a greater difficulty learning new things. There is a slight increase in accident rates among older pilots (although not as high as among low-time pilots). We compensate to some degree by slowing the pace, simplifying, and organizing our activities. Experience can sometimes supercede youth and physical ability, but dementia makes this impossible.

What makes this more of a concern for Idaho's flying community is that, let's face it, in general, we are an aging group. Dementia becomes much more common with age. One eighth of people over the age of 65, and nearly half of those over 80, have cognitive problems

severe enough to impair normal function. Nationally, of the 650,000 US-certified pilots, 10% are over the age of 65 and 4,700 are over the age of 80.

While there are many causes of dementia, Alzheimer's is the most common in people over age 65. The distinguishing factor of Alzheimer's is that it is caused by the degeneration of nerve cells in the brain which produce the characteristic tangles seen in the autopsies of its victims.

Other causes of dementia include: vascular effects of multiple strokes (sometimes slight enough to go unnoticed), degenerative diseases, Parkinson's disease, and brain trauma, which may cause movement, as well as cognitive and behavioral difficulties. Fortunately there are some types of mental impairment which respond to treatment; such as low thyroid, vitamin B12 deficiency, brain tumors, drugs, alcohol, other chemical exposures, or depression. Patients with cognitive decline should be screened for this. For now, the medications available to treat some of these degenerative conditions only slow the progression rather than halt or reverse the symptoms.

Mild cognitive impairment affects twice as many people as dementia, but it is not benign, since nearly half of these cases will progress to a diagnosis of dementia within a few years; while it may cause measurably decreased performance, it may not interfere with the majority of normal daily activities. So how do you determine the severity of cognitive impairment?

Dementia is usually suspected when an individual exhibits certain symptoms. These include:

1. Recent memory loss which does not improve with repetition. In fact, the person may forget that they were asked a question.
2. Language difficulties such as forgetting simple words or using the wrong words.

3. Disorientation to time or place.
4. Poor judgment.
5. Problems with abstract thinking (such as balancing a checkbook).
6. Misplacing things or putting things in the wrong places.
7. Mood or personality changes.
8. Loss of initiation and interest in social activities.

Evaluation of cognition by a health professional may start with a "mini-mental status" exam administered by a family doctor. This is a standard set of questions and tasks that only require a few minutes. A neuropsychologist is a specialist who may administer a battery of tests that can take half a day or more to complete. Results of these are graded according to age and educational matched norms with added consideration of medical, psychological, educational, and vocational history. Problems with cost, variation in quality, availability, and validity of such testing has led to the development of newer, computer-based cognitive testing, particularly by military and VA providers attending to brain injuries resulting from the wars in Iraq and Afghanistan.

Since the problem itself will make it difficult for a pilot with dementia to recognize their own impairment, it is really up to family, friends, CFI's on flight reviews, and AME's to get a pilot in for evaluation. It is imperative to treat the causes of cognitive problems early and to restrict flying privileges for affected pilots when there is any concern for safety.

REGISTRATION RENEWALS

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cover of this Rudder
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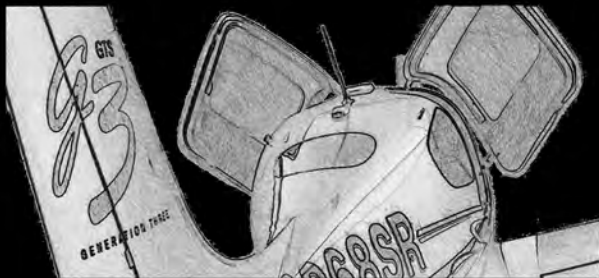
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Wingman

By Don Pischner

Denny Hague is a former Air Force Officer, aviator, fighter pilot, hero and participant in several astounding exploits. During Vietnam, Air Force Captain Hague boasts 189 flying combat missions. In addition, he and two fellow airmen flew cover for military pilot Bernie Fisher, whose life-saving bravery earned him the Air Force Medal of Honor.

It's been my good fortune to have maintained a friendship with Denny Hague since our Coeur d'Alene High School days in the 1950's. Now entering a new era of life, Denny has recently been diagnosed with beginning stages of Alzheimer's. Still, he recalls earlier times reasonably well. I had been anticipating the day I'd get to hear about his past tales, especially his role in war-time flying the day that Bernie Fisher took a "one-in-a-million chance" –

landing his airplane and rescuing a downed fellow pilot while under heavy enemy fire.

On Tuesday, May 1, 2012, my long-time friend Denny Hague joined me as passenger in my little red Chevy pickup for a day's outing. As he buckled his seat belt, Denny offered, "I'll be the 'wingman.' Where are we going?" "Doctor Forrest Bird's Aviation Museum," I answered. "Burt Rutan, famed aircraft designer, is speaking there today, and perhaps you can meet them both." As we drove, I finally got to hear those tales I had anticipated for so long.

Forty-six years ago, Captain Dennis B. Hague was awarded the Distinguished Flying Cross for his brave role in the



L to R: Denny Hague, Burt Rutan, and Don Pischner

Denny learned to fly at the Moscow-Pullman airport in the late fifties while attending the University of Idaho. Three years ago, he made his first return visit to the home field of his aviator beginnings. Together we flew there in my Cessna 172. Of course, I insisted that he take complete control of my small plane. Initially the flight proved a bit "shaky," given that Denny had been commanding the heavy-weight KC-135 Tankers. Boy did we have fun! Unfortunately, that flight and that day now appeared somewhat vague to him.

Even so, Denny remembered earlier times and he spoke about them in detail. He reminisced about his Air Force flight training experiences in Florida. He told me of his arrival in Vietnam on Christmas Eve. "I was just in time for the Bob Hope Show," he remarked. The next day he joined his assigned Air Force flight group – the 1st Air Commando Squadron at Pleiku.

On March 10, 1966, Captain Jon T. "Luke" Lucas and his wingman, Captain Dennis Hague, took-off from Pleiku in their A-1E Skyraider attack aircraft. Lucas and Hague, call signs "Hobo 27" and "Hobo 28" respectively, joined numerous other aircraft above the weather obscured narrow A Shau Valley. Their Hobo flight mission was to provide air support in response to the following military report: "Seventeen US Special Forces and 368 South Vietnamese irregulars were being overrun by some 2,000 North Viet Nam

Battle of A Shau Valley, Vietnam. He retired from military service as Major General Dennis B. Hague, Commander of the Washington State Air Guard. Denny is recognized as one of Coeur d'Alene's outstanding citizens. He is of strong faith. A gentle and humble person, Denny loves his family, and he loves Idaho. Denny and his wife Carolyn reside on Lake Coeur d'Alene. They enjoy spending time with their children and their grandchildren.



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See Wingman

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Wingman

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regulars.” Denny described the day, the narrow valley, the steep, high mountain sides, and the overcast weather. He explained that a single-file strafing attack with bomb and machine gun fire power was the method used to hit the “bad guys,” who were positioned alongside the valley airstrip.

Of the first four A-1E Skyraiders to dive below the clouds and to fly in tandem down the valley, two were hit by enemy ground fire. One escaped to fly home safely. The second, piloted by Major Dafford W. “Jump” Myers, call sign “Surf 41,” was hit and crash-landed at the end of the remote valley airstrip. Returning for a second run were A-1E Skyraider pilots Major Bernie Fisher, “Hobo 51” and his wingman Capt. Francisco “Paco” Vazquez, “Hobo 52.”

At this point, Denny recounts, “Bernie Fisher embarked upon a most incredible heroic aviation feat. He elected to land and rescue Myers.” Bernie called for the air support of Lucas “Hobo 27” and Hague “Hobo 28.” Bernie Fisher’s story has been reported, documented, and celebrated. For those of you who do not know the details, be sure to google two web sites that tell the fascinating story by searching for: “Major Bernie Fisher’s Page” and “Air Force Magazine, October 2004.” A radio communication transcript adds real life drama to the action. “It all happened quickly,” said Denny.

Under heavy enemy fire, Fisher and Myers had become extremely vulnerable targets while the aircraft taxied on the steel-plated runway. Their chance of survival was slim. Lucas and Hague joined Vazquez and boldly provided fire power cover and protection for their pilot friends, both down. The trio made multiple strafing passes, including “dry runs.” Each had gone “winchester” (out of ammo). They were willing to hold-off the enemy by any means available, even choosing to simply momentarily scare them with

engine screaming low level flybys. A post incident interview by a major national magazine reporter, quotes Hague, “It was like flying inside Yankee Stadium with the people in the bleachers shooting at you with machine guns.”

Denny explained, “Bernie’s aircraft -- bullet riddled -- barely took-off and headed for home with Jump on-board. Paco was without radio; his plane hit by two-dozen bullets. Luke’s aircraft was hit by enemy ground fire, and he had flight instrumentation loss and hydraulic system damage.” Denny continued, “Now Luke became my wingman. I guided him and ensured his safe landing at Da Nang airstrip twenty miles distant.”

First to land, and upon disembarking their respective A-1E Skyraiders, they were met by questioning military leaders of air-flight operations. Hobo pilots, Lucas and Hague exclaimed, “You are not going to believe what we are about to tell you!”

Denny Hague has clear memories of that day, some not so pretty, such as bullet and bomb hits. On a lighter note, he managed to repeat one of his quips to those who teased about why his airplane had no bullet holes. He replied to them, “Oh yeah, while it was all going on, I was over the hill having a cup of coffee!” Denny spoke highly of Bernie Fisher: “A great man; a fellow Idahoan. Bernie has always included Luke, Paco, and I regarding any recognition or tributes that he has received.”


Denny’s conversation with me shifted back to stories of our youth. He laughed aloud with me when I credited him with my understanding of the word ambidextrous. “I was playing third base. And Denny, you were the shortstop. You miss-fielded a batted ground ball, and, displaying disgust, you switched the glove to your other hand. Without error you played the rest of the game, throwing left handed!”

“By the way, Denny,” I continued, “Thanks again for letting me borrow your black forties, Ford sedan car. You had switched the gear shift to the left side of the steering column which meant

first gear was up, second gear was down, or some sort. (Supposedly it was done so the driver could without interruption keep his right arm around a gal). When I returned to your car, it was stuck in second gear. I handed you the gear shift handle, along with the keys.” Today, he laughed aloud. Our conversation didn’t include anything pertaining to current times.

Doctor Bird was not at the museum, however, Burt Rutan graciously obliged for a picture. A model of the “Voyager” (first airplane to circle the world non-stop without refueling, designed by Burt) held little interest for Denny. Instead, he searched the displays for an A1-E Skyraider replica.

Memory loss seems to impact most of us as we age. Even so, I look forward to Denny, again, being my wingman.



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The Color of Aviation:

F.W. “Robbie” Robinson

By: Crista V. Worthy

Franklin Willard “Robbie” Robinson, Jr. has lived a remarkable life. His personal achievements, military service, and other contributions, place him among Idaho’s distinguished citizens. Born September 11, 1918, Robbie grew up dividing his time between his parents’ Long Beach city home and their mountain ranch north of Los Angeles.

As a teen student at USC (University of Southern California), Robbie offered to ride a new Raleigh 3-speed bicycle across the country as an advertising gimmick if Raleigh would let him keep it. Robbie set off in August of 1937 from Ann Arbor, Michigan with a few clothes, a blanket, and no training. He had just donated blood at the Ann Arbor hospital for the \$25 he needed to buy food, so he was weak and only made 100 miles the first day. Youth and drive compensated for the lack of preparation. He crossed the prairies, climbed the Rockies, and finally crossed the deserts in 110-degree heat to arrive in Long Beach after 14 ½ days and 2,500 miles. A year later, Robbie and his friend James Dyer rode their bikes from Long Beach to the remote hamlet of Escalante, Utah. They hiked slot canyons, found Indian ruins, got lost, and eventually stumbled into the tiny community of Boulder. Dyer returned to Long Beach, but Robbie took a job as a farmhand in exchange for three squares a day. At summer’s end he traded his rifle for a horse and saddle and returned to Long Beach via horseback.

Adventure called again the following summer. Robbie and his friend James journeyed from Seattle to Alaska in an 18’ sailboat. Inexperienced seamen, they fought navigational errors and storms but arrived in Ketchikan after six weeks. The year was 1939; Japan controlled much of the Far East and German panzer tanks had begun streaming into Poland. James joined the U.S. Coast Guard, while Robbie continued to Fairbanks and enrolled at the University of Alaska.

That fall, a red Waco biplane landed at Fairbanks’ dirt strip, flown by Army



Air Force Lt. Richard E. Ragle, who brought an offer by the U.S. government: The Civil Aeronautics Authority would select 20 candidates, based on academic standing and physical conditioning. After ground and flight training, those who passed the flight check would receive a Limited Commercial pilot license. Robbie immediately signed up and was selected. In the early 1940 Alaskan winter, he began flight training in a Taylor Cub on skis. A few months later, he was scheduled for his flight test. If he passed, he would become the first government trained pilot certified in the territory of Alaska. A newsman from the local radio station arrived with the examiner. Lt. Ragle and the newsman flew behind Robbie and the examiner, so the newsman could describe the exam. The flight, as well as Robbie’s success earning his certificate, were reported that evening on the news.

After working his way to San Francisco aboard a U.S. transport ship, Robbie watched as two disassembled P-40s were loaded onboard for the return trip, the first combat fighters sent to Alaska. Back at USC, he began his senior year while also working as a typist for Douglas Aircraft and renting a Piper Cub on weekends to stay current.

On Sunday, December 7, 1941, Robbie was having breakfast at his parent’s home when the news came that Pearl Harbor

had been bombed by the Japanese. America was at war. The next day, Robbie drove to the Long Beach Naval Air Station to apply for Navy flight training. After passing the physical exam he was ordered to Elimination Training and was granted the few weeks necessary to complete an Economics degree at USC.

Daily ground school and flights in yellow N2N biplanes followed. The pressure was high; washouts were an almost daily occurrence. The graduates, including Robbie, were sent to Corpus Christie as aviation cadets for the summer of 1942. Hours of marching, blinker code, and rows of N2S *Stearman* bi-wing trainers awaited them. The open field lacked a runway; cadets simply took off into the wind. Dozens of cadets would be in the air at all times: honing the maneuvers, formation, instrument and night skills which they would use in combat. During this time, the Battle of Midway took place. In this crucial battle, four Japanese carriers were sunk, stopping their westward advance. American torpedo bombers flew their aircraft directly toward enemy ships and into the line of fire 200 ft. above the ocean, before releasing their torpedoes. Of Torpedo Squadron 8, which included an initial 24 planes and 72 men, only one plane and two men survived. The need for new torpedo pilots was dire.

Soon thereafter, a senior naval officer addressed the Corpus Christie cadets. The time had come for them to choose their advanced training: multi-engine, dive-bombers, fighters, or a new Torpedo Squadron 13. Robbie was one of 30 cadets who stepped forward to join this first specialized torpedo class. Flying the SNJ, the Navy’s designation for the AT-6, Robbie completed advanced training and received his Navy “Wings of Gold” as an Ensign USNR in November 1942.

From there he was ordered to Opa Locka, Florida, for Operational Training,

See Robbie

Continued on page 11



Robbie

Continued from page 10

and then to Norfolk, Virginia in January 1943 for qualification as a U.S. Naval Carrier Pilot. Bad weather prevented flying for several weeks. As they waited, Robbie spent time with Bob Koontz, another Corpus Christie grad. Bob had just married his high school sweetheart.

Finally, Bob and Robbie found their names posted on the flight schedule. They checked out parachutes and found their assigned aircraft. No service personnel were around to prepare the planes. Robbie spent time scraping snow and then a layer of ice off his airplane, as he'd been taught in Alaska. Twelve pilots took off headed for a British carrier off the coast. To qualify, each man had to successfully complete eight landings. Opening your canopy was a requirement on final approach, and Robbie could scarcely control his airplane, he was shaking so violently from the cold.

After his third landing, he noticed Bob Koontz was in front of him. As Bob turned final, his plane stalled. He tried to jump out but got caught on the canopy and went down with his plane. That was the third fatality of the day. Two other pilots had been launched before enough pressure had built up in the catapult for them to achieve flying speed; those pilots fell into the sea and were run over by the ship. Robbie completed his landings and then had to notify Bob's young wife of his death. Robbie was given a two-week leave before reporting for duty again. He accompanied Bob's widow to Nebraska via train, and continued his lonely journey home to Long Beach. Life or death could be so arbitrary; life was a temporary gift.

Toward the end of his leave, after much thought and prayer, he walked into the bank where his high school sweetheart Joan Larrimer worked and invited her to dinner. At dinner he proposed, saying, "I'm leaving tomorrow to join my squadron; don't answer me now." They hadn't seen each other in two years. After arriving in Seattle he called her and Joan said, "Yes, I will marry you. I do love you, and I think I always have." Like so many other young wives of this

time, she would experience much happiness, but also difficulties most of us cannot imagine.

Robbie trained in his TBM *Avenger*, "Jo-Do." Over unlit California deserts, Squadron VC-7 flew night formation simulating torpedo runs. In the fall of 1943, the squadron was given a top-secret assignment, working with Caltech scientists on the first air-to-ground missiles. On December 3, 1943, at the Inyokern Naval Air station, eight rockets were hung beneath the wings of his *Avenger*. Robbie fired up the 2,000-hp radial engine, gained altitude, and dove at 200 mph toward the target, firing the first air-to-ground missiles in naval history. The eight charged heads blasted the target to oblivion. Now the American torpedo bombers would be able to launch the same firepower as a full salvo of shells from a light cruiser—a tremendous increase.

The war raged on. Off Tarawa atoll, a Japanese submarine had torpedoed the escort carrier *USS Liscombe Bay*, killing 644 men and nearly all the pilots onboard. In January 1944 the Squadron VC-7 departed San Diego aboard the little escort carrier *USS Manila Bay*. After a stop in Pearl Harbor, where the *USS Arizona* and over a thousand soldiers lay entombed, the fleet sailed toward the Marshall Islands. The *Avenger* pilots flew submarine patrol. Admiral Nimitz had begun a huge and sustained attack on the Marshalls. Neutralizing the outer air bases with air strikes, the fleet focused on Kwajalein Island. Each *Avenger* launched with four 500-lb bombs and eight missiles. In one attack, Lt. Arnold Erickson, Robbie's best man at his wedding, fired his missiles and then his engine went silent. Beginning his emergency checklist, he realized the rpms were still normal and he had instantly gained 4,000 feet of altitude, but he still could not hear his engine. A gray mushroom cloud

TORPEDO SQUADRON VC-7

Flying from the *USS Manila Bay*



U.S. Navy

The Catapult Take-Off

appeared from below; Erickson had hit a munitions depot and the blast temporarily deafened him, pushed his plane up, and filled its underside with shrapnel. He landed safely.

Occasionally an *Avenger* would be ordered on a remote search mission. In early February 1944, Robbie was given a search mission in a new TBM-3E, a plane he had never flown, rather than his old "Jo-Do". His radioman, George Driesbach, Jr., and gunner, Harold Eckert, climbed aboard the plane, loaded with a ton of bombs and a full load of rockets and fuel. After the catapult launch, the plane nearly plunged into the ocean before recovering. It seemed this new model TBM was heavier. They found no enemy activity during their five-hour flight and returned with all armaments still onboard. On downwind at the prescribed ninety knots, the plane suddenly lurched and dove into the sea, exploding on contact. Then each 500-lb. torpex blew in its turn, sending walls of water and flashes of light into the air. Robbie was tossed and pummeled, but somehow inflated his life vest as the water grew still. His crewmates were gone, a pain he has borne every day since. Soon a destroyer approached and over the loudspeaker someone exclaimed: "For God's sake, there's a man alive out there! Full reverse! Get a line out!" As the ship veered, Robbie grabbed the life preserver and was instantly towed under by the reverse action of the giant propeller. Somehow

See Robbie

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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.

SEPTEMBER

- 29 **Fly-In Huckleberry Pancake Breakfast**, Bonners Ferry (655), 8:00-10:30 AM. \$5 donation for breakfast, money supports the EAA Chapter 757 Scholarship fund. Gene: 208-267-3020, carla.northernair@gmail.com
- 29 **Idaho Aviation Hall of Fame Induction Ceremony & Dinner**. Bird Aviation Museum & Invention Center, Sagle, ID. 6:00 PM social hour, 7:00 PM Dinner, Ceremony 8:00 PM. Keynote speaker: Burt Rutan. Inductees: Gregory "Pappy" Boyington and Burt Rutan. Tickets \$60 www.BirdAviationMuseum.com, Tickets: 208-255-4321, ext 3

OCTOBER

The Idaho Division of Aeronautics will **NOT** be holding a **Flight Instructor Refresher Clinic (FIRC)** this fall. We are sorry for any inconvenience this may cause. There are numerous online courses available.

- 3 **Weather - or Not?** Take a virtual trip to our local TRACON and have weather radar and other questions answered by Andy Marosvari from the Boise Control Tower. ITD Auditorium, 7-9 PM. Qualifies for WINGS credit! Sponsored by Ponderosa Aero Club.

OCTOBER (continued)

- 6 **Octoberfest**, Lewiston Airport (LWS), EAA Hangar. Breakfast from 7-9 AM. Fly-in, Breakfast, Community Yard Sale/Swap meet. Gates close at 6 PM. Vendors: Patty - 208-743-5626 or Ron - 509-758-3536; Fly-In: Jim - 208-816-4373
- 8 **MAF Fly-In**, Garden Valley airport (U88), 4 aircraft/80 people, Linda Walker, 208-498-0767

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

*As the new editor of the **Rudder Flutter**, I would especially appreciate you sending me any kind of notes, thoughts, ideas, and **articles** for our upcoming editions. We count on each other to stay informed!*

Sincerely,
Laura Adams




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The Longest Flight in History... in a Cessna-172

By Barry Meek

Imagine spending over two months in a Cessna 172, flying twenty four hours a day, and not landing for fuel. That's exactly what two pilots did back in 1958 in the California and Nevada desert. Bob Timm and John Cook set a world endurance record while remaining airborne for just under 65 days. It was a publicity flight, sponsored by the Hacienda Hotel in Las Vegas.

Timm worked at the Hacienda, and had the passion for flying, along with a dream of setting a world record by staying airborne for longer than any other pilot in history. He convinced his boss to sponsor the flight, reasoning it would bring publicity to the hotel.



John Cook, Bob Timm, actor Preston Foster & Hacienda owner Doc Bayley.

Although the Continental engine was basically untouched, two oil systems, filters, and a 95 gallon fuel tank were installed. The oil could be changed and the plane refueled without landing. Except for the pilot seat, the interior was gutted, and then re-done to include a mattress and a sink. The right side door was collapsible, providing access to the exterior and enabling the co-pilot to operate a winch for bringing supplies aboard from below. Re-fueling and re-supplying the airplane were tricky. Twice daily, the plane was flown just above a speeding truck from which a hose was hoisted up to pump 95 gallons of avgas into the belly tank. Food, water and other supplies were lifted up from the truck as well.

After three unsuccessful attempts at the record, mechanical problems and difficulties between Bob and his co-

pilot needed to be dealt with. A new pilot, John Cook, agreed to fly the next flight with Bob. That attempt was ultimately the record breaker. The two fellows got along well, and the 172 seemed to sense the harmony. No more serious breakdowns occurred for the more than 1,550 hours of continuous flying.

On December 4, 1958, the pair departed McCarran Airport in Las Vegas in pursuit of their dream. Immediately after takeoff, they flew low over a speeding car while someone with a giant paint roller applied a special white paint to the tires of the plane. This would provide proof that the pilots didn't land at night in some far off airport for a rest or repairs.

Two months is a long time to be away from family, friends, and the comforts we take for granted on the ground. There was an autopilot installed, but Bob and John needed to take turns flying and sleeping. Four hour shifts seemed to work well. They had a radio to talk to the mechanics at their base, a radio to speak with their families at home, and a monitor was set up in the Hacienda lobby as part of the publicity campaign.

The two fell into a routine that worked well, and by the half-way mark of the flight, it was Christmas. The hotel kitchen staff was charged with the meals, and on December 25, John hoisted a turkey dinner up from the fuel truck.

Boredom and fatigue were the biggest problems. One night, both men were asleep for a period of time lasting over two hours. The plane, on autopilot, had continued south until it was almost in Mexican airspace before Timm woke up and realized they were way off course. On about day 40, their heater had failed. Even in the desert, winter nights can be cold. The men wrapped themselves in blankets for a few days, until something could be rigged and lifted up to fix the problem. As the end of the flight neared, Bob and John began



Re-fueling "Endurance" 172

to check each other's work fearing a human error would cause them to fail in their quest for a world endurance record. Each procedure, every item, every decision was carefully planned and discussed. The previous record was 50 days. As that day passed, they decided to extend their flight as long as possible, finally touching down over two weeks later. By then, the engine had started to carbon up and lost so much power that climbing out with full fuel was dangerous. The list of 'snags' included the generator, heater, tachometer, fuel gauge, winch and electric fuel pump.

It was a tremendous achievement for both man and machine. Sixty-four days and twenty-two hours in the air.

Bob Timm died unexpectedly in 1978. John Cook passed away in 1995. The Cessna 172 was sold to a Canadian pilot, but was eventually brought back to Nevada, where it now hangs from the ceiling at McCarran International Airport.

The entire story of this flight, and the record which stands to this day, is available to read at the Howard W. Cannon Aviation Museum at McCarran Airport in Las Vegas. A short video version is on-line at: www.co.clark.nv.us/Parks/Video/world_endurance_flight.wmv. The museum has several other interesting videos on-line at: www.co.clark.nv.us/Parks/Museum_video_list.htm

Photos courtesy of the Howard W. Cannon Aviation Museum, Las Vegas, NV.
bcflyer@propilots.net



Airport News – Boundary County

By: Ashley Glaza

I am writing this in June and summer is only moments away. Grass runways throughout our beautiful state, like Cavanaugh Bay on Priest Lake, are opening up for a summer of endless adventures for pilots. It's also the season when airports all over the country are hosting airshows, fly-ins, camp-outs, and pancake breakfasts. The local EAA chapter hosts a delicious huckleberry pancake breakfast on the last Saturday of each month from May thru September. Call the airport for more details or visit www.757.eaachapter.org.

On May 26 the local EAA chapter put on a huckleberry pancake breakfast at the Boundary County Airport like no other, with a record turnout of 243 hungry, happy people! The breakfast was held in conjunction with the Smithsonian Traveling Exhibit, "The Way We Worked," featuring Aviation flight rules from the 1920's to present; women in aviation history from Amelia Earhart (the famous Aviatrix and first

president of the Ninety-Nines International Organization of Women Pilots) to Bonners Ferry's own Tammy Blanford (currently flying for Horizon Airlines). Five members of the Ninety-Nines were present at the breakfast including: KK Prussian, Terri Watson of Coeur d'Alene, Annie Orton of Sandpoint, Carla Deder, and Ashley Glaza of Bonners Ferry.

Also featured at the breakfast was a history of the Boundary County Airport including several vintage aircraft. Two of the aircraft on display were restored and presented by Charlie Brown of Sandpoint. They included a 1928 Stearman Biplane and a 1930 Fairchild



24, along with a 1917 Curtiss aircraft engine. The third aircraft was a 1951 L-19 Bird Dog owned by Lionel Gartner of Creston, BC. Thanks to the EAA club members for putting together the posters, to everyone who volunteered, and to those who came out to enjoy a delicious

See Boundary
Continued on page 16

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A small white and blue propeller plane is shown from a front-on perspective, flying over a sandy beach and the ocean. In the foreground, a dark blue baseball cap is displayed, featuring a white logo of a propeller and the text "A Pilots Life".

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Boundary

Continued from page 14

breakfast in support of the local airport and general aviation.

A fourth aircraft that did not make it in time for the Smithsonian exhibit arrived a few days later. It was the only airworthy one of its kind left in the world of the 22 airplanes built and certified by the Mono Aircraft Company. The 1929 MonoCoach, N11872, landed at the Boundary County Airport on the morning of May 30. William Piper of Creston, BC, spent 9 years restoring it to nearly mint condition with leather seats, Mohair interior, and red oak trim. Wayne Sommers of Bonners Ferry and a pilot for Northern Air are the only qualified pilots to fly the MonoCoach. Wayne flew the MonoCoach from Creston, BC, cleared customs at Port Hill, and then, after a low fly-by, landed at the Boundary County Airport where the plane will remain indefinitely.

Howard Hughes, the famous aviator, as well as Sunny Jim Rolph, former Governor of California, both flew in

this MonoCoach airplane between 1931 and 1935. Because of its similarities, this plane is often referred to as the Sister Ship to the Spirit of Saint Louis, which is on display at the Smithsonian Museum in Washington, DC. The Spirit was the aircraft flown by Charles Lindbergh on his solo, non-stop flight from New York to Paris in 1927. More information on this unique piece of history can be found online by searching "1929 MonoCoach."

The Boundary County Airport was recently recognized by the Federal Aviation Administration for their professionalism, commitment, and outstanding efforts to improve the

airport and the community of Boundary County. The Airport Board and County Commissioners have worked tirelessly to improve the airport through the acquisition of federal grants and hours

See Boundary
Continued on page 17

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Boundary

Continued from page 16

of manual labor. With improvements such as an automated weather observation system, instrument approach, runway improvements, and airspace protection, the airport is capable of hosting a variety of larger aircraft.

Recently the Boundary County Airport has hosted two twin turbo-prop King Airc, which brought in businessmen for various meetings in town. We are

expecting Anheuser-Bush to land their jet here several times for various visits to the hops farms north of town. Most interesting, was a twin Aero-Commander that flew in with Garry Eller (music historian), and Chicken Dinner Road, a blue-grass band that played at the Pearl Theatre last month as a part of the Smithsonian Exhibit. Numerous light aircraft fly to Boundary County every day for business meetings, to visiting friends or family, to enjoy the beauty of the scenery, or to have a meal in town at one of the local restaurants. Pilots and passengers from

business executives to vacationers comment on the high quality of the airport facilities and the friendliness of this community.

There will soon be a new pilot among us. Northern Air is proud to announce that private-pilot student Nick Peck of Bayview, Idaho took his first solo flight on May 31. His wife, Janelle, got to celebrate with him when his feet were back on the ground - though his head

See Boundary

Continued on page 18

Updated Nov. 2011

AIRPORT CONDITION SURVEY

Idaho Division of Aeronautics

We're requesting your input to help maintain our State-Operated airstrips. Please fill out the survey below and drop in the survey box, mail to Idaho Division of Aeronautics PO Box 7129 Boise, Idaho 83707-1129 or email to gary.mcelheney@itd.idaho.gov.

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

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

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

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

Comments:

Name and Phone # (Optional) _____

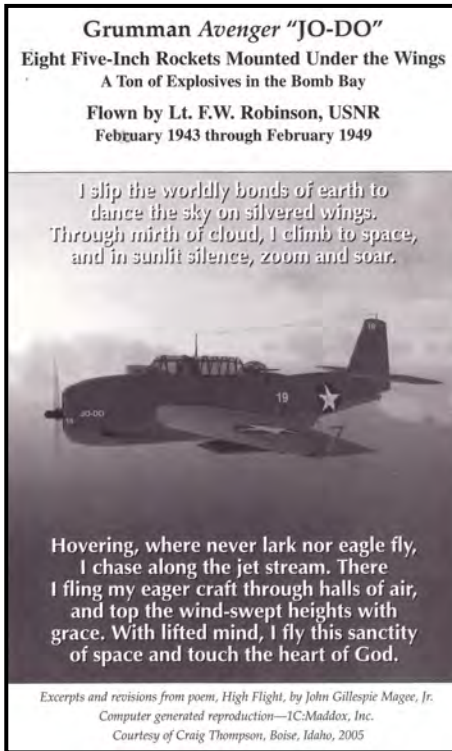
Thanks for your help,
Gary McElheney, Airport Manager, Ph: 208-334-8893



Robbie

Continued from page 11

he resurfaced. A seaman jumped overboard and secured the line around him as he lost consciousness.



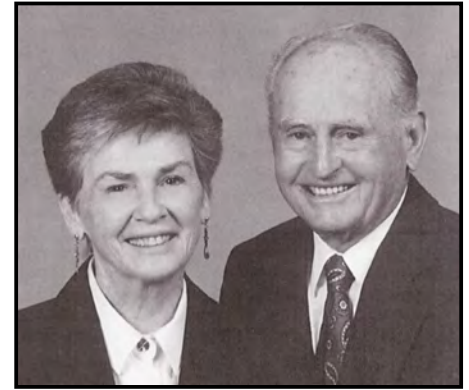
During the night he awoke in an officer's cabin. His right leg was ripped open, shrapnel was imbedded near the base of his spine, and he suffered multiple blast injuries. Bleeding under the skin discolored his entire body. An officer entered. "You'll be all right. I'm going to keep you right here in my bunk until we can make contact with a hospital ship. Welcome to our destroyer. I'm Abraham Lincoln, commanding officer, and you are on the *USS Caldwell*."

After a week Robbie was transferred to the *USS Relief*, where he saw the results of battle for the first time. Like other Pacific islands held by the Japanese, Kwajalein was riddled with tunnels and fortified bunkers. The Japanese were fighting to the last man and the hospital ship became crowded with gravely wounded American soldiers. Robbie was moved out onto the deck and watched as the dead were buried at sea.

After a month, the ship docked at Pearl Harbor and Robbie was moved to a hospital; he could not walk yet or write. A sympathetic nurse wrote to Joan; it had been nearly two months since she'd been notified that her husband was "seriously injured," and she had no idea of his whereabouts or condition.

Several weeks later, Admiral Chester Nimitz entered the hospital room, speaking to each wounded man. He sat beside Robbie and asked how he was wounded. "It was just an operational accident, sir," Robbie replied. "Well, Lieutenant, you were out there doing your job, and I know it is dangerous work. The country and I thank you for being there. God bless you." This remains one of Robbie's treasured memories. At the time, he felt like a failure. The encouragement from this powerful man helped Robbie get back on track. Eventually he began walking again, but limited knee flexibility prevented him from shipboard duty. Instead, nearly a year after the crash, he was ordered back to the California desert as a test pilot to validate aircraft readiness for operational service after repair and to investigate training crashes. He served there until after the Japanese surrender.

Robbie continued to fly in the Reserves until 1949, earning his Master's and PhD in Education at USC. He served for 17 years as Principal at Beverly Hills High School and was a Director of the College Entrance Examination Board. He and his son F. W. Robinson III, nicknamed Tri, purchased an old Piper Cub, flying it off the sage hills at their ranch. Tri later used the Cub to fly to Idaho when he attended college, visiting numerous backcountry airstrips during his school years.



Joan and Robbie

Eventually the Cub was sold; Robbie's flying days were over, to Joan's great relief. Tri and his wife moved to Idaho where he now presides over The Vineyard church in Boise. In 1996, Robbie and Joan moved to Boise, Idaho. Next March they will celebrate their 70th anniversary. As Robbie says, "There is awe. Life is a gift and a great mystery. I lift my hands in wonder and thanksgiving for the assured hope of eternal adventure."

F. W. Robinson's book *Navy Wings of Gold* is available at the Nampa Warhawk Museum or at www.NavyWingsofGold.com. It is filled with first-hand accounts of WWII.

Boundary

Continued from page 17

was still high in the sky! Nick has been dreaming of flying ever since taking a flight in an open cockpit Stearman biplane at Silverwood 30 years ago. Nick knew he had to learn to fly after his wife bought him a scenic flight in October and then an introductory flight with Northern Air for Christmas. He is dreaming of building his own plane someday and is looking forward to taking his father for his first flight as a new

pilot! Anytime is perfect to give someone an Introductory Flight Lesson or a Scenic Flight. Northern Air has gift certificates available so stop by or give us a call at 208-267-4359. For more information about the services provided by Northern Air you can visit our website at northernair.biz.

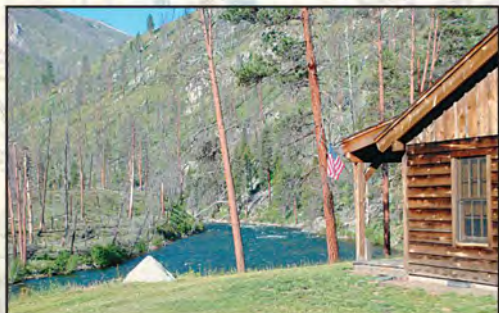




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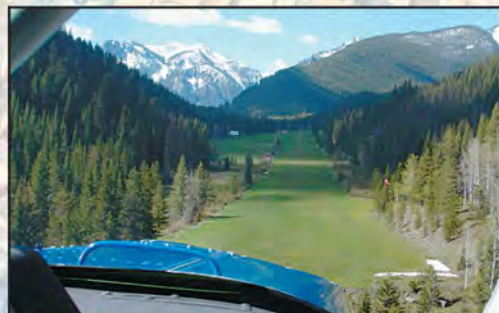
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FLY-IN/RECREATIONAL/BACKCOUNTRY



PISTOL CREEK RANCH

Furnished 1350 SF, 3 BR, 2 BA cabin, detached garage w/vehicle. Middle Fork Salmon River frontage! Corporate ownership 220 acre Middlefork Ranch, Inc. Private airstrip, full time ranch staff. Horses, hunting, fishing. Surrounded by 3.2 million acres of wilderness, this is the Idaho Backcountry at its finest! Shared ownership also considered. **\$399,000**



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**



BENTZ RIDGE

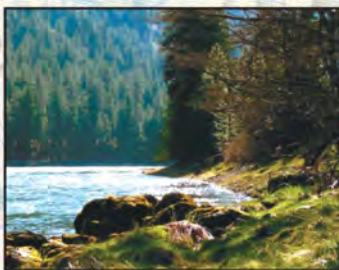
Private, secluded, USFS in-holding. 109 deeded acres w/900'x50' airstrip. 10 mi. S. of Grangeville, 5 miles east of White Bird. Abundant wildlife, panoramic views. A rare Idaho retreat! **\$218,000**

FOXGLOVE RANCH



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**



PRIVATE PAYETTE RIVER ACCESS



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**

PAYETTE LAKEFRONT



64-FT LAKE FRONTAGE CABIN

Charming, 1 BR/1 BA & 2 sleeping lofts on treed lot w/64 frontage feet. Views. Use as is or build new cabin. New Trex dock. Private beach. **\$499,500**

MILL COURT TOWNHOME



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. **\$249,000**

MCCALL BUILDING SITE



.86 ACRE BUILDING SITE

Situated between Payette Lake & Little Payette Lake, this beautiful wooded lot offers privacy, quick access to recreation & downtown McCall. **\$59,900**



Mike Chapman 208-634-9691
Mike@FlyingBrokers.com

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ADDRESS SERVICE REQUESTED

New Requirements for Registration!

In an effort to streamline registration efforts across the state, we now require a driver's license number for individuals and a federal EIN number for businesses who register with us.

This information will be used to connect our Aeronautics records with DMV records. Please complete the information below and mail the ENTIRE BACK PAGE back to us.

If we do not receive this information, we will not be able to process your registration.

Name: _____	Phone #: _____
Driver's License #: _____	

Business Name(s): _____	Phone #: _____
EIN#(s): _____	

Dealership Name: _____	Phone #: _____
Idaho Dealership #: _____	
EIN#: _____	

