



# Idaho's Tribute to the Granite Mountain Hotshots

By Jennifer Smith, Public Affairs Specialist for BLM and National Interagency Fire Center, and Laura Adams, Editor

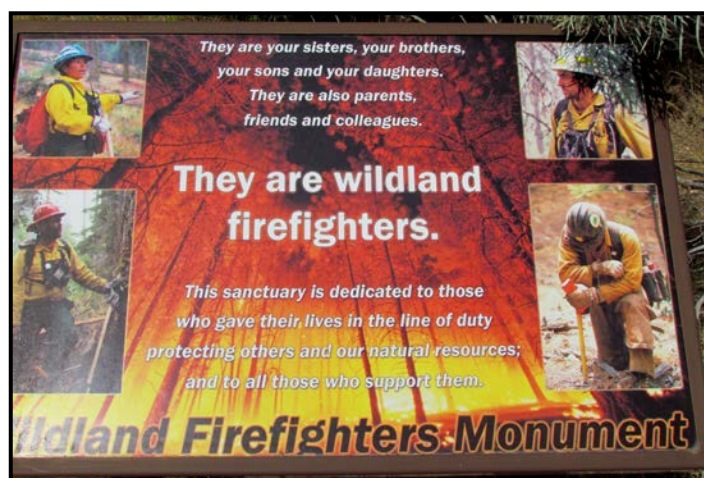
Nineteen of the 20 Granite Mountain Hotshot firefighters were burned over, resulting in 19 fatalities, when the unthinkable happened outside of Yarnell, Ariz., on June 30, 2013. A memorial service for the fallen firefighters of the Granite Mountain Hotshots was held in Prescott, Ariz., on July 9. In addition, thousands of people from around the country united in central Arizona or at their home unit on Tuesday to pay final tribute to the 19 fallen firefighters.

Our Idaho staff at the Bureau of Land Management (BLM) National Interagency Fire Center (NIFC), as well as the entire wildland fire services, extends their heartfelt condolences to the families and friends of the deceased. These firefighters, including the sole survivor, Brendan McDonough, are true heroes who will always be remembered. "The Granite Mountain Hotshots, like their colleagues across the wildland fire community are among the best-trained, best-equipped and best-fit firefighters in the world. They come to work each and every day on the fire ground exemplifying the best of who we are in America. Every one of the 19 fallen crew members will be missed and carried in our hearts and memory," said Tim Murphy, BLM's assistant director for Fire and Aviation.

The 19 fallen firefighters will become a part of the National Wildland Firefighters Monument at the National Interagency Fire Center in Boise. NIFC includes all aspects of firefighting: logistics, planning, dispatch, Boise BLM Smoke-jumpers, cache and Boise National

Forest air tanker base. During the western fire season, NIFC hosts a DC-10 that transports crews and resources; lead planes; and air tankers, including military C-130s (MAFFS), single-engine air tankers (SEATs) and infrared aircraft. The National Interagency Coordination Center dispatches the aviation resources.

Living in such a dry, fire-prone climate, it is imperative that we become more familiar with our firefighting resources. For instance, Division of Aeronautics pilot Melissa Kaplan recently made the front page of the Lewiston Morning Tribune on July 20 for her civilian firefighting efforts and new regard for trained crews. She flew home to Orofino on a seemingly ordinary day, and upon arrival, circled her mother's house to let her know she was about to land.



National Interagency Fire Center (NIFC) plaque

Everything looked status quo, but by the time she tied down the plane and pulled into town, she was shocked to see billows of smoke rising from the hillside where her childhood home is located. Melissa, with her husband, Jake, mother, Joan Vanderwall, neighbors, and family friends spent about an hour battling the blaze with garden hoses and water from the pool before the firefighters arrived.

"As I listened to the crackling of the fire getting closer, I couldn't help but think of the recent loss of the Arizona Hotshots. Would I too be trapped by the approaching flames?"

**See Hotshots**

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# On The Fly *Editor Squawk*

By Laura Adams, Editor



We do not typically announce birthdays in the *Rudder Flutter*. However, I recently received the most intriguing package from Sandra Pitts of Mountain Home. She submitted a book review and information highlighting her veteran husband's amazing journey of service. Look for this in our upcoming issues. Sandra also mentioned that Col. Earl W. "Snake" Pitts (USAF ret.) just celebrated

his 88<sup>th</sup> birthday on July 3. Happy belated birthday Col. Pitts!

You will notice that this issue is focused primarily on weather preparedness, since it is one of the top 10 causes of GA accidents according to the FAA. Because of the volume of critical weather-related information we wanted to disseminate while everyone is out flying this summer and fall, the Color of Aviation article will be postponed until the next issue.

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coming! Your input is vital for us to be able to accomplish our mission as part of the Idaho Transportation Department – promoting safety, mobility and economic opportunities in aviation.

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## **Hotshots**

**Continued from page 1**

"Recent aircraft egress (the act of going out of or leaving a place) training reminded me to stay calm, focused and very aware of the changing direction of the winds. When the firefighters advised us to leave, I didn't hesitate in taking that advice, respecting their education and knowledge of the situation," she said.

Melissa also mentioned that Dave Parker of Bonners Ferry was flying the "high flier" for the Orofino fire, among numerous helicopters and airplanes. By the end of the day, the family home was saved due to the combined efforts. A charred circle of brush remains 20 feet around it, leaving behind a picture of the devastation that could have been.

Melissa had just completed egress training provided by the Division of



**NIFC Monument at NIFC in Boise honors the lives that have been lost.**

Aeronautics in June. Her personal experience battling a fire just goes to show that you never know when fire-related knowledge and familiarity with Idaho's firefighting resources might come in handy. Most of us are familiar with smokejumping efforts, which originated in Idaho, because Boise is home to one of BLM's two smokejumper bases (the other is Fairbanks, Alaska). However, aviators may not know as much about ground-based crews, such as the Hotshots

## **Hotshots**

**Continued on page 3**



# From the Administrator:



## The Future of General Aviation in Idaho

A distinguished aviator asked me point-blank during a recent visit, "Mike, what is Idaho doing to replace all of us old pilots?" It was a good question, one that undoubtedly is being considered by many of you. He must have been familiar with the latest statistics:

- The private-pilot population in the U.S. is now at a 50-year low.
- Attrition rates at flight schools are reaching 70 percent.
- Nearly every college aviation program has experienced a solid 20 percent decline in enrollment over the past four years.

The pipeline of new pilots is important to all of us. Without a steady flow of fresh-faced aviators, general aviation (GA) in America will have difficulty maintaining a strong presence. I'm a bit concerned that companies like Cessna, Cirrus and Garmin may react to those statistics by curtailing their investments in new technology.

On the other hand, I'm encouraged to hear that in Idaho many initiatives already are in place to show off the exciting aviation industry to the next generation.

The Idaho Wing of the Civil Air Patrol continues to develop young men and women through its cadet program and aerospace education curriculum. The Idaho Aviation Association and the Shep-Rock Foundation combine efforts to send three students through academic aviation programs, to the tune of \$9,000 annually.

One of the most successful aviation-introductory programs is the Experimental Aircraft Association's (EAA) Young Eagles Program, with pilots who have flown more than 1.5 million children over the past 20 years. According to EAA Idaho Chapter 103 President Jim Morrow, a few hundred kids are flown annually by Idaho EAA members. Jim says it's the young girls squealing and the big smiles of the kids that motivate him to "pass out a little bit of joy" with his airplane. Rumor has it that local EAA member Ed Dickman has flown more than 1,000 kids in the Young Eagles program. Now, there's a pilot making a difference!

At the Division of Aeronautics we just completed our 15<sup>th</sup> Aviation Career Exploration (ACE) Academy. To date, we've hosted more than 400 teenagers from around the state for our three-day event, which includes: rocket launches, simulator flights, air traffic control tours, navigation and backcountry-flying. Our pilots also have coached more than 30 Boy Scouts in obtaining their aviation merit badges.

My mentor, Ed Stimpson, once told me that, "We'll have all the pilots, mechanics, controllers and engineers that aviation ever needs, if we can just get enough young kids in the front seat of an airplane, touching the control stick and gazing at the view out of the window." With that thought and the inspiration of the many volunteer pilots we're blessed to have in Idaho, GA appears to have a pretty healthy future in this state.

Tailwinds,

**Mike Pape**

ITD Aeronautics Administrator

## Hotshots

Continued from page 2

that participated in putting out the Orofino fire.

Hotshot Crews originated in Southern California in the late 1940s on the Cleveland and Angeles national forests. The name refers to being in the hottest part of fires. Their specialty is wildfire suppression, but they are sometimes assigned other jobs, including search and rescue and disaster-response assistance. When they are not fighting fire, hotshots work to meet resource goals on their home units through thinning, prescribed fire implementation, habitat improvement or trail construction projects.

The 20-member Hotshot crews often are called Type 1 Crews, but they are really Type 1 Crews-PLUS since they exceed the experience, training and physical fitness required for a Type 1 Crew. Their wildland fire assignments may be anywhere in the United States, Mexico and Canada. Trained in safe and efficient use of all fire tools such as Pulaskis, chain saws, fuses, pumps and engines, Hotshots also understand and practice safe helicopter operations.

Regardless of whether help arrives by foot

or by air, we are thankful for the folks who dedicate their lives to firefighting. In addition, we ought to know enough about what to do ourselves, just in case we encounter a situation like Melissa's.



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# Summer Safety Considerations



By Dan Etter,  
ITD Division of  
Aeronautics

### Art Contest

The Division of Aeronautics encourages students to have an interest in aviation. Our art contest is designed as an avenue for school-aged youth (K-12) to express their aviation enthusiasm. Contest details and parameters will be mailed to school art teachers this fall. Please help us out by encouraging the art teachers you know to participate by contacting [dan.etter@itd.idaho.gov](mailto:dan.etter@itd.idaho.gov).

## 2013 IDAHO AVIATION ART CONTEST GRADES K-12

An exciting prize package will be awarded to the first-place winners in each category to include:

1. A round-trip flight to Boise (a parent or chaperone is required)
2. An award and certificate of achievement from Gov. C.L. "Butch" Otter
3. A tour of the Idaho Capitol Building
4. Lunch in downtown Boise
5. Recognition in the Rudder Flutter and school newspaper

### Egress Training

The Division of Aeronautics staff conducted annual aircraft emergency evacuation (egress) training in June, using the three state-owned aircraft. The four scenarios we covered caught some folks by surprise. We re-enacted a crash landing and aircraft fire, making it as realistic as possible. The pilots had their hands full dealing with actual emergency procedures.

Passengers, mostly Aeronautics employees and a few local volunteers, had the opportunity to egress and climb through the emergency escape hatch and cabin door where they were greeted by the Boise Air Rescue and Firefighting



### Egress Training

(ARFF) professionals. It was exhilarating to observe everyone in action.

The following questions had to be answered in the heat of the moment:

1. Who's going to grab the first-aid kit, SAT phone, fire extinguisher, survival kit, etc.?
2. What door do I exit, depending on the location of the fire and winds?
3. Where do I go, once I've evacuated the airplane?
4. Do you have any first-aid training?

Afterward, we added our 2013 "lessons learned" to those that have been discussed in previous years, followed by a good "after-action review."

Weaknesses were uncovered, but we improved in all areas.

If you don't train for unforeseen events, you'll never uncover your weaknesses. Continual training is the only way to work out those kinks. What better way to uncover them than in a safe setting, on the ground and with the help of the Boise ARFF team? I especially want to thank the ARFF professionals. We learned about their capabilities and equipment. They learned more about our aircraft, such as the location of our oxygen bottle and how to silence our 406 ELTs.

I look forward to practicing again next year.

### Density Altitude

The single most common, reoccurring factor in fatal aircraft accidents in the Pacific Northwest is a lack of understanding about the aerodynamics involved in operating in the high Density Altitude environment.

The nine deadly sins of Density Altitude, defined by the FAA, are listed below.

Not knowing...

- 1) your turn diameter
- 2) your induced-power requirements
- 3) your best position in a canyon
- 4) your landing ground speed
- 5) how to compute real takeoff performance
- 6) how to adjust Vy and Vx
- 7) what flap position to use
- 8) your climb gradient
- 9) when to use short-soft-obstacle clearance takeoffs

Knowledge, followed by related experience, is the key folks! I came across the FAA safety video made in 1966 titled, "Density Altitude with Harry Bliss." Forty-seven years later, we still continue to witness incidents resulting from the same misconceptions. The Bruce Meadows video also provides a good, informative visual.

Density Altitude with Harry Bliss @ [www.youtube.com/watch?v=ihee35QrWtk](http://www.youtube.com/watch?v=ihee35QrWtk)

Stinson at Bruce Meadow @ [www.youtube.com/watch?v=OVM3RRdlvf0](http://www.youtube.com/watch?v=OVM3RRdlvf0)

## Safety Wire

Continued on page 18



## Lessons Learned

# Rogersburg Airstrip Fire

By Gregory T. Reed

I was lined up on the grass runway for takeoff. Next to me, I had a can filled with a couple of gallons of unleaded fuel for the lawn mower. As I began accelerating down the runway, I witnessed what appeared to be the start of an enormous fire heading straight for me.

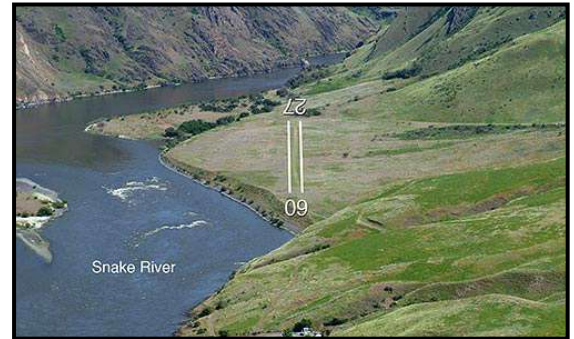
Actually, this is not really the beginning of the story. Allow me to back up for a moment to explain what I was doing prior to this departure from the Rogersburg airstrip. This dirt and grass airstrip is 1,550 feet long and parallel to the Snake River at the beginning of Hells Canyon in Washington. The BLM had granted me permission to mow at the newly acquired strip, and I enlisted two pilot friends to help me. Between the three of us, we would clear some brush and cut back the grass that had overtaken the strip. Skip and Kenny arrived that morning with a brand new mower, and by the time I arrived in my Cessna 172, they already had the strip half mowed.

It was May 19, 2001. I parked at the end of the strip in front of their Super Cub. I was cutting weeds around the runway identifier poles when I suddenly heard Skip yell, "FIRE!" Kenny and I threw down our tools and grabbed shovels and rags and ran half way up the strip to the fire. Gas from the fuel-vent hole on the lawn mower had sparked a fire when it spewed into the tall, dry grass adjacent to the airstrip that was being mowed.

We pounded down the flames as fast as we could until the wind increased, but it still morphed into a rip-roaring fire. As the wind got worse and the flames danced at five feet high, I realized this was a futile effort. I shouted to my friends that we must leave NOW! I was first in line to take off. My head was down as I went through my checklist. As soon as I glanced up, there was a 20-foot wall of fire and smoke coming at me. I couldn't see through it. Without finishing my checklist, I started my 172 and gave it full throttle. The fire was

barreling toward me like a freight train.

Despite the impending threat, I had two things going for me: I was taking off into the wind, and I had plenty of experience taking off from this strip. As I proceeded down the runway, I couldn't see anything but an occasional glimpse of sunlight. The plane's nose wheel was shimmying, and it was hitting the ground hard. That's when I heard a strange bang-bang-bang noise. Finally, I gained air speed and lifted the nose wheel, taking off. Then the stall warning started, and I had to lower the nose as



Rogersburg Airstrip

I saw this mountain coming at me. I did my right turn over to the Snake River

**Rogersburg**

Continued on page 12

## Bookworm

# "Hell Above Earth" by Stephen Frater

## Correction:

*Readers, I am re-running the "Hell Above Earth" book review by Gene Nora Jessen again in this issue because an obvious error was made in the last issue – Stephen Frater was incorrectly inserted as the co-pilot. Gene Nora intentionally left the name of the co-pilot anonymous so you would get to solve the mystery.*

- Editor

**Review by Gene Nora Jessen**  
**Author of *The Powder Puff Derby of 1929*, and *The Fabulous Flight of the Three Musketeers***

This book is a World War II true and unbelievable story. A young American man by the name of Werner Goering volunteered for the Army Air Corps early in the war and turned out to be an exceptional pilot/bomber commander. And, incidentally, he was the nephew of Hermann Goering, a leading member of the Nazi party and

commander-in-chief of Germany's Luftwaffe.

The FBI's J. Edgar Hoover became aware of this strange happenstance and was concerned that the young American pilot might be a spy, however, he was too talented a pilot, and desperately needed, to simply release. Nevertheless, it was important that young Goering not fall into enemy hands causing a propaganda coup in the case of live capture or desertion. Hoover sent agents out to find a man able and willing to shoot Werner dead should it become necessary to avoid his capture. Hoover found his man, another talented pilot, who flew B-17 co-pilot with Goering while holding his orders under the greatest secrecy. Both survived the entire war and during that time Goering never learned of his co-pilot's orders.

If you have been a pilot in the Boise valley for some years you will be acquainted with the co-pilot. I knew him for forty years and never knew his secret. His name was Jack Rencher.







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# Heartache and the Single Pilot

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



First of all, this is not – advice for the lovelorn pilot. Rather, the discussion is about chest pain – a condition that gets the Federal Aviation Administration (FAA) representatives very excited, and for good reason.

## Definition

Chest pain (angina pectoris) is a specific disqualifying condition, as is a history of coronary heart disease – treated or untreated, symptomatic or clinically significant. An Aviation Medical Examiner (AME) is required to refer an applicant with this condition to the FAA. When I was in medical school, the statistic was that one-half of all people die of heart disease. Of those folks, death was the first sign of heart disease for one-half of them. Although these statistics probably have improved since then, heart disease remains the leading cause of death in adults, and it is still true that advanced heart disease can exist with minimal or no symptoms. The first indication often is a catastrophic heart attack, debilitating chest pain or sudden death. Read that again, and then think of the implications for single-pilot operations. Does this help you understand why the FAA is so concerned?

## Symptoms

Symptoms of a heart attack are a squeezing chest pain, also called “angina” if there is no muscle damage; or a “myocardial infarction” when muscle damage has occurred. Sometimes there is pain in the jaw or in the arm, usually on the left side. There may be shortness of breath, nausea, vomiting, indigestion, sweating, upper back pain or just a general feeling of distress called malaise. Any combination of the symptoms above may occur, or in 25 percent of the cases,

no symptoms occur at all. This “silent” heart attack is more common in diabetics.

Of course, not every pain in the chest is a heart attack. Symptoms such as tenderness in the muscles or ribs may be caused by muscle strain or inflammation in a joint or the lining around the heart or lungs. An irregular heartbeat or sudden decrease in exercise capacity, with or without the usual symptoms listed above, should be checked out through blood tests, electrical tests, scans and images of the arteries that supply the heart. Even if you had the full gamut of cardiac tests and received a clean bill of health today, there is no guarantee that you won’t keel over with a heart attack on your way home.

## Prevention

All of us can reduce our risk of heart disease by following the recommendations listed below. If any of

your parents, siblings or children have experienced a heart attack, then your risk is increased. You need to adhere to these measures religiously.

- Stop smoking or chewing tobacco.
- Lose weight if your BMI indicates that you are overweight.
- Increase your exercise, unless you already exercise at least 30 minutes a day.
- Reduce or cease alcohol consumption.
- Make sure your diabetes, high blood pressure or high lipids (fat in blood) are monitored often and well-controlled.
- Fly with a partner.

If the person you usually fly with is not a pilot, then, at a minimum have him or her take the free, online Aircraft

## Medical Matters

Continued on page 11

# What Is CACI?

By: Mike Weiss, MD, MPH, AME, CFII

Conditions AME’s Can Issue (CACI) was recently included in the FAA medical certification system. These conditions include: arthritis, asthma, glaucoma, chronic hepatitis C, hypertension, hypothyroidism, migraine and chronic headache, renal cancer, prostate cancer and testicular cancer. An Aviation Medical Examiner (AME) can issue a regular medical certificate

for any class when the specific criteria on the worksheet are fulfilled.

**An airman seeking qualification using the CACI system should:**

1. Download the applicable worksheet from the FAA website ([www.faa.gov](http://www.faa.gov))
  - The only conditions without one of these worksheets are prostate and testicular cancer.
2. Bring the required supporting data from a treating doctor to submit to an AME at the exam.

If you fulfill the required criteria, the AME can issue a medical certificate without further consultation from a regional or Oklahoma City flight surgeon. Look for more information about this in the upcoming issues of the *Rudder Flutter*.

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## Cockpit Conversation

# NEXRAD, Smartphones, and Thunderstorms



**By Cade Preston,  
ITD Division of  
Aeronautics**

We are now in the thick of summer flying and

thunderstorms are in full swing. Recently, I was flying some passengers from Boise to Grangeville. The flight was conducted in VFR (visual flight rules) conditions, in a light single-engine aircraft. Before the flight, I checked the forecast, and it showed VFR weather throughout Idaho. But it also showed isolated thunderstorms in the northern half of the state.

The RADAR confirmed this by showing no precipitation in the southern half of the state, with a line of cells extending from about 30 miles southwest of

Grangeville to the northeast into Canada. The cells were moving toward the northeast, with a clear RADAR picture to the west. I estimated that at the speed the system was moving, it would pass Grangeville just a few minutes before I would arrive. As a precaution against the possibility of my predictions being incorrect, I chose to use McCall or Council as my diversion airports in case I needed to wait it out.

During my flight I was able to receive updated RADAR pictures on my smartphone. About halfway to Grangeville, it still appeared that my prediction would be correct. I was receiving VFR flight following with Seattle Center, and at about 50 miles from Grangeville, I decided to ask Center for their observation of the RADAR picture. The controller confirmed my smartphone picture, saying the RADAR showed moderate to

extreme precipitation over the Grangeville area, moving northeast. The controller was unable to tell me the speed of the cells' movement. I also checked the Grangeville AWOS (automated weather observing systems), which confirmed the RADAR reports.

Visually, I could see the weather was very dark in the direction of Grangeville, but the weather behind it (to the west) was clear and a million. I pointed the nose of the plane toward the clear air to the northwest of my position. Still cautious against the storm stalling out over Grangeville, I presented my passengers a list of suitable alternates. They chose Orofino. Then I created a plan to proceed to an

**NEXRAD**

**Continued on page 9**

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# NEXRAD

Continued from page 8

area about 20 miles west of Grangeville, where we could circle for about 20 minutes to give Grangeville a chance to clear up. By the time we arrived at our circling point, the Grangeville AWOS reported the weather had cleared and winds were less than five knots. About 10 minutes later, we were on the ground safely in Grangeville.

One of the things I love about today's technology is the amount of information we can receive with our "smart" devices. These devices and many of today's aircraft are capable of receiving data-link weather and displaying NEXRAD (Next-Generation RADAR) RADAR weather data. This NEXRAD weather data then can be overlaid on a moving map. While these advancements in technology can be helpful, they also can lure us into a false sense of security, tempting us to proceed into situations

we may have otherwise avoided without the technology.

NEXRAD is one of the most widely used weather services for obtaining RADAR data. Some pilots may assume the data displayed on the screen is the same age as the time displayed on the screen, therefore fooling the pilot into thinking the data is only one to two minutes old. This is simply not true. NEXRAD data is at least eight minutes old and can be up to 20 minutes old, giving the pilot a picture of where the storms **WERE** located, rather than where they **ARE** located.

Max Trescott, 2008 National Certified Flight Instructor of the Year wrote, "You should use NEXRAD radar to develop strategies for avoiding wide

areas of weather, not for determining where to penetrate a storm." I will add that you should create back-up plans, including an "escape route" when you use these devices.

As always flexibility is required when you fly. The mentality should be: "Nothing is so important that I must be there today."

*NOTE: In my research for this article, I found more information than this edition of the "Rudder Flutter" would allow. If you use NEXRAD, consider taking some time to research the service. Check out class offerings at the flight schools in your area or online!*

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## Idaho Women Pilots and the Air Race Classic



By Lois Chattin

Before I report about Idaho's participation and results in this year's Air Race Classic, you may find the history of women's air racing to be interesting.

In 1929, the first Women's Air Derby marked the beginning of women's air racing. Twenty pilots raced from Santa Monica, Calif., to Cleveland, Ohio, site of the National Air Races. Racing continued through the 1930s and was revived following World War II with the origination of the All Women's Transcontinental Air Race (AWTAR), otherwise known as the Powder Puff

of the race at P&R field near Mountain Home, Idaho. The route took racers through Idaho, Utah, Wyoming, South Dakota, Nebraska, Colorado and Oklahoma, ending in Fayetteville, Ark.

Each plane was assigned a handicap speed, and the goal was to have the actual ground speed be as far over the handicap speed as possible. Hence, pilots were



From left to right, Brenda Carter, Gene Nora Jessen, and Patty Mitchell

given the leeway to play the elements, holding out for better weather and winds. The objective was to fly the "perfect" cross-country. In this type of race, official standings cannot be released until the final entrant crosses the finish line.

(ARC No. 25: Gene Nora Jessen, Patty Mitchell and Brenda Carter) finished in 10th place – best ever for an Idaho team! In all, 33 teams crossed the finish line within the time allotted.

Next year's race will extend from California to Pennsylvania. It is open to all women pilots who are up for a challenge, adventure and lots of camaraderie with other women who love to fly. I hope to see you there! Go to [airraceclassic.org](http://airraceclassic.org) for more information about this fantastic event.



ARC racers Mary Ann Richards and Lois Chattin next to Mary Ann's Skyhawk 172

Derby. The AWTAR was discontinued in 1977, and the Air Race Classic Inc. (ARC) stepped in to continue the tradition of transcontinental speed competition for female pilots.

The race route this year was 2,449 statute miles long, and the contestants were given four days – flying visual flight rules (VFR) in daylight hours – to reach the terminus. Scheduled to start in Pasco, Wash., weather concerns pushed the start to the first timing STOP

Actually, the last arrival could be the winner.

Idaho stood out this year because three of the 41 teams from across the nation were made up of Idaho Ninety Nines, including: Gene Nora Jessen, Patty Mitchell, Brenda Carter, Sherry Kandle, Wendy Frazer, Mary Ann Richards and Lois Chattin. With endurance, strategy and lady luck, one of our own race teams

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- Local County Sheriff





# Behind the Scenes of Air Attack

By Shawna Hartman, Type 2 Public Information Officer

*Editor's note: On the front cover, I mentioned that our pilot, Melissa Kaplan, was involved in efforts to prevent a fire from destroying her mother's home in Orofino. The following is an account of the coordination involved in putting this fire out.*

The job of Air Tactical Group supervisor in the firefighting world is somewhat like a traffic policeman at a busy intersection. In Orofino on Thursday, July 18, Air Tactical Group Supervisor James Grasham, zone assistant fire management officer from Idaho Panhandle National Forest stationed in Grangeville, with pilot Dave Parker coordinated the air support on the Brown Road Fire.

Air attack on the fire in Orofino included four helicopters, four single-engine air tankers (SEATS), two heavy air tankers and a lead plane. With 11 aircraft over the fire, one could imagine the potential chaos, hence the need for someone to coordinate the effort.

Thanks to effective regional communication and local pre-positioned air resources, the aerial attack was immediate for the Brown Road fire. The terrain in that area makes on-the-ground firefighting difficult, and the aerial attack allowed local firefighters to respond directly to the homes for structure protection. Circling above the fire, Grasham was able to talk with firefighters on the ground as well as pilots supporting fire suppression. In coordination with the ground incident commander, the Air Tactical Group supervisor sets objectives for the fire and directs each retardant or water drop.

In Orofino last week, the helicopters were able to dip from nearby ponds and cool hot spots while the SEATs returned to the Grangeville Tanker Base where they reloaded retardant. The heavy air tankers were flown from Missoula to assist with the Braun Road fire also. The "heavy" tankers are larger planes that can carry up to 2,000 gallons of retardant; they require a lead plane. The lead plane identifies the line in which air tanker pilots will drop their retardant. While identifying that line, the lead plane

guides the tankers and "checks the air." These larger planes returned to Missoula to be refilled, and one of them returned with another load to Orofino.

The SEATs hold up to 800 gallons of retardant per load; however, for safety reasons each load is usually only 725-750 gallons. The SEAT pilot can control the amount or coverage of retardant on each drop. If fuel on the ground is heavy timber, the pilot likely will release a complete load to ensure that it reaches the ground and coverage is good. The pilots stationed in Grangeville are highly qualified for wildfire (suppression), and each year they attend training and are recertified to continue to pilot SEATs.

When the SEATs get to the Grangeville Air Base, support personnel on the ground manage the safety of the "ramp," the site of the retardant-reloading station. SEAT managers keep track of flying time, safety, roll times loading and compliance with contract standards. There are at least five interagency-dispatched



**Orofino fire moves toward Melissa's home.**

personnel that assist at the tanker base. As fire activity increases in the area, more aircraft are called in; and in turn, more support personnel will arrive to help manage the tanker base.

The Idaho Department of Lands (IDL) and the U.S. Forest Service work closely together and share use of the SEATs. IDL holds the contract with the SEAT companies, while the U.S. Forest Service provides the airport support and staffing to maintain the Grangeville Tanker Base. This mutual-aid agreement allows both entities use of this valuable firefighting resource without carrying the financial burden alone. The SEATs' usefulness and efficiency of all personnel involved were exhibited on the Brown Fire. The air show over Orofino was entertaining as well.

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## Medical Matters

**Continued from page 7**

Owners and Pilots Association (AOPA) Pinch Hitter course given by the Air Safety Foundation. The 99s also offer this kind of Flying Companion training. Remember, your regular passengers can get some basic instruction from a Certified Flight Instructor even if they don't intend to get a license. Some schools offer low, introductory rates for initial flights, and a medical certificate is not required unless a rating is pursued. As part of your preflight, give your passenger a briefing about what to do if you become incapacitated for any reason. Familiarize them with the controls and the radio in your airplane. It's probably not the most comforting thing to talk about at the beginning of a flight, but that doesn't make it a bad idea.

### **What to do if chest pain occurs during a flight**

Finally, if you do suffer sudden, severe chest pain while flying, it is as much of an emergency as an in-flight fire. You need to get on the ground ASAP. Squawk

7700 on your transponder. If you have oxygen, use it, regardless of the altitude. If that eases the pain, great, but it does not change the necessity to land immediately and obtain medical help. An airport with firefighting services on-site would be preferred, since every firefighter is a trained Emergency Medical Technician. But it is better to radio for help or dial 911 on your cell phone and land. Once you reach medical care, your chances of surviving are much better.

### **Treatment**

Medicine and surgery may be required, as well as a long period of recovery, but returning to flying after appropriate treatment and follow-up testing is a possibility. In many cases, a pilot can apply for a medical certification three months after a heart valve repair or insertion of a stent, six months after a heart attack or bypass surgery. Even a heart transplant can be considered for medical certification after one year. The FAA will require that steps be taken to decrease risk factors. Don't wait for this to become mandatory. Be proactive and get started on the preventive actions listed above today.



# Calendar of Events

For the most recent list of aviation events, please visit our website at [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero). Email your calendar event information to [tammy.schoen@itd.idaho.gov](mailto: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 conversation and friendship. All veterans welcome, 208-465-6446

## AUGUST

23-25 **Cavanaugh Bay** (66S) IAA Annual Fly-in campout and potluck BBQ, Doug, 208-861-5926

29-9/1 **Spirit of Boise Balloon Classic**, Ann Morrison Park, [www.spiritofboise.com](http://www.spiritofboise.com)

## SEPTEMBER

7 **Kamiah Annual Fly-in** (573), Ron Funnemark, 208-935-0089

25-29 **Fall Canyonlands Flyin' Safari**, [www.mountaintocanyonflying.com](http://www.mountaintocanyonflying.com), Lori MacNichol or Rhonda Yost, 208-631-1344 or [admin@mountaintocanyonflying.com](mailto:admin@mountaintocanyonflying.com)

29 **Gold Star Mother's Day, Warhawk Air Museum.** Join us as we acknowledge and honor these women whose child paid the ultimate sacrifice for our country. Free admission to all Gold Star and Blue Star Mothers. Warhawk Air Museum, 208-465-6446 or [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)

## OCTOBER

I **Rudder Flutter Deadline for Submissions**  
Laura Adams, 208-334-8775, [laura.adams@itd.idaho.gov](mailto:laura.adams@itd.idaho.gov)

10-11 **2013 Flight Instructor Refresher Clinic (FIRC)**  
Hosted by Ponderosa Aero Club, (208)344-5401, [www.ponderosaaero.org](http://www.ponderosaaero.org)

21-25 **Inland SAR Planning Course.** Advanced course for experienced on-scene decision makers, planners, operations leaders, and direct support staff. Mathematically-based search planning tools with solid theoretical underpinnings, along with allied topics, for improving overall SAR response. Public Safety Building Annex, 7180 Barrister Drive, Boise. Limited to 24 students. Dan Etter, 208-334-8777, [dan.etter@itd.idaho.gov](mailto:dan.etter@itd.idaho.gov)

## NOVEMBER

10 **Veterans Day Breakfast.** Great food, conversation, & entertainment. Serving eggs, hash browns, pancakes, sausage, coffee, juice, & milk. Breakfast: 8 a.m. to 12 p.m. Cost: \$6, \$3 Seniors, veterans, children 4-12. Warhawk Air Museum, 208-465-6446 or [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)

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## Rogersburg

Continued from page 5

to avoid a collision, but my engine started coughing and sputtering.

Immediately, I began searching for a place to land this bird within the deep canyon with steep sides. There was a river, a road with telephone poles, and upcoming wires with the large orange balls crossing the river near Heller Bar boat ramp. This could be a really bad day, I thought. Then suddenly, the engine caught and was running



Reed and his Sport Cub at Rogersburg Airstrip in 2007

smoothly. I actually made it over the orange balls and up into the canyon. Thank God!

Still ruminating about the banging noise that I heard on the runway, I decided to check on Kenny. Using 122.9, I verified that he was fine and asked him to look at my tires. I envisioned them being burned through or smoking, at least. But he looked and told me they were fine. After an audible sigh of relief, I headed back home to Lewiston, Idaho, to report the fire. I felt like I'd just flown out of hell, and it was heaven to get back home.

In retrospect, the engine must have been running poorly because there was no oxygen in the air on the runway. Also the air was thinner, so the density altitude couldn't have been good. After



Greg T. Reed

this experience, I realize that fires make their own weather conditions. By sharing this close encounter with you, I hope that you don't ever risk getting close to a fire with your airplane, unless you are a trained firefighting professional.

Oh yeah, and if I'm in that situation again, I'll have a large fire extinguisher placed on the lawn mower. I'm pretty sure that the whole fiasco would have been prevented, if we had been prepared for the fire. Contact Greg at [gregreed@hotmail.com](mailto:gregreed@hotmail.com).





# Radio Chatter

## Bonnars Ferry

**By Dave Parker, Boundary County Airport Manager**

Good news! We just received a Student Exchange Visitor Information System (SEVIS) response, meaning that we are now able to take international students and issue VISAs all the way through Commercial. [www.northernair.biz](http://www.northernair.biz)

## Priest River

**By Jim Caviglia**

### Sept 7, 2013 Fly-In

The FAA is going to do a "WINGS" program on traffic patterns at 9 a.m. with a program by Northwest MedStar air ambulance at 10 a.m. Northwest MedStar will display their Pilatus PC-12 single engine turboprop and their EC-135 helicopter. All PIC's who fly in will eat for free.

### Construction

We are in the process of a major construction process right now. Our tie down area is being moved and a short taxiway is being added from the new hangar construction area to the new tie down area. The access from Highway 57 is also being paved. The construction will be finished mid-August.

## Cascade

**Review of Stall/Spin Training  
By Dan Etter, ITD Division of Aeronautics**

Fifty pilots and guests recently gathered at the Cascade Airport (U70) for a Food, Forum & Flight Safety Program hosted by Rich Stowell and the Boise FAASTeam. The crisp morning began with a breakfast of scrambled eggs, sausage and pancakes at Kelly's Roadside Grill, then transitioned into a rapid-fire, 45-minute talk on stall/spin awareness followed by a live spin demonstration over the airport in a Super Decathlon.

Participants observed from the ground as Stowell performed a total of eight

spin departures (the left skidding turn from base to final simulation was demonstrated twice). Stowell talked through the spins over the radio to handhelds on the ground, one of which was positioned next to a microphone hooked up to a loudspeaker.

It was well worth the one-hour trip from Boise. Many pilots have never gone through spin training. It can be a fearful experience for many, but it is well worth the cost. And, it might just save your life someday. My spin instructors' advice was to go through this training every 3-5 years. Sloppy base-to-final turns and engine-out with loss of airspeed and hot-dogging have resulted in many stall/spin accidents. In fact, stall/spins account for 12 percent of general aviation accidents but upwards of 20-25 percent of fatal accidents. I plan to invite Rich to our October Safety Stand Down Day.

The program was successful enough that a second annual Food, Forum & Flight Safety Program may be planned for next year. Until then, check out Stowell's cockpit video footage during the spin demos on his YouTube channel: [http://www.youtube.com/watch?v=J9xYX8R\\_uUU](http://www.youtube.com/watch?v=J9xYX8R_uUU)

### Cascade Airport work party

Showtime started at 0900 with a work party of three. We had 83 runway and taxi lights to dig up and unplug. "Had I made a terrible mistake?" I wondered. At 1000, a C-185 landed, and two gentlemen exited the airplane with shovels in-hand. The cavalry had arrived! After hearing about the challenges Ray Arnold was experiencing, Stan and Hoy flew in from Redmond, Ore., to lend a helping hand.

My four amigos had a combined age of 307 years. As the young guy of the group, I definitely wanted to hold my own, but I also entertained visions of possibly holding the other four from falling over. As the temperature steadily increased, I began to wonder where to find the first-aid station and how this day would end.

I'm a little embarrassed to admit that I was the first to retreat for water. These



**Work party Ray, Hoy, Walt, Stan, Dan and Kent**

four guys worked their tails off. Then, Ray's pilot, Walt, joined the fun. I was no longer the young stud. Four hours later, we completed one-half of the airport lights, ate lunch, and sat quietly in Ray's fixed base operation, not for lack of words, but from sheer exhaustion. Before heading home, Stan and I exchanged business cards. His card reads "Airport Bum" (C-185, PA-12 pilot). He was hardly a bum. Really, he reminded me more of John Wayne in the movie "Flying Tigers." As time marches on, I sure hope I'll have the same strength and stamina as my five new friends, Ray, Kent, Stan, Hoy and Walt.

## Boise

### Balloon News

**By Scott Spencer, President of Lighter Than Air, Director of Spirit of Boise Balloon Classic**

Balloonists are always happy to share their sport, as am I with you. In the last issue of the Rudder Flutter, you may recall the article recounting our activities with the movie "Oz the Great & Powerful." There are many more exciting adventures for us in the pipeline with Disney, as well as other exciting news from the ballooning community.

"Now wait a minute," you might say. "I'm not sure that balloonists qualify as pilots." And to that, I'll offer my usual defense. Just like fixed-wing pilots, sailplane drivers, or helicopter pilots, we also man controls and make similar decisions. The major difference is that we don't know where our destination will be exactly, which seems perfectly normal to me. Friends, we are both flying in the same airspace, and it is my hope

**See Radio Chatter**

**Continued on page 14**



# Radio Chatter

Continued from page 13



Lighter Than Air America Photo by Kimberly Jordan

that sharing our experiences will help bring us all closer together as the flying community of Idaho.

Summer is always a busy passenger season for ballooning in Idaho, but

challenges have existed for pilots again this year because of the higher temperatures, especially here in Boise. A 75-degree day sunrise exceeds our ability to operate safely. As heat rises, the atmosphere quickly becomes unstable enough to cause vertical currents that simply aren't a balloon pilot's friend.

Additionally, consider what it's like standing under 28,000,000 Btu's (British thermal units) of released energy on a warm day. Hence, we are waiting patiently for a break from the heat in time for the 22<sup>nd</sup> Spirit of Boise Balloon Classic in Ann Morrison Park, beginning the morning of Aug. 28 and continuing through Sept. 1.

This year's Balloon Classic will consist of nearly 50 balloons, with pilots traveling from as far away as Malaysia, launching in the mornings from our balloon port at the park. The popular "Nite Glow," will be held the evening of Friday, Aug. 30. Fewer than a dozen flight opportunities are still available. For more details take a look at

[www.spiritofboise.com](http://www.spiritofboise.com) or [www.scottspencer.net](http://www.scottspencer.net), or call (208) 375-0512.

Other exciting news is that finishing touches for a balloon-launch area within Eagle Island State Park are almost complete thanks to the collaboration of Idaho Department of Parks and Recreation Director Nancy Merrill, the Governor's office and the rangers and staff at Eagle Island State Park.

May All Your Landings In Life Be Soft!

**App Update**  
**By Mark Lessor,**  
**ITD Division of Aeronautics**

We now have an Android version of the Idaho Airport Facility Directory Application available on the Google Play App store. Google Play is the standard app store for Android apps.

**See Radio Chatter**

**Continued on page 15**

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# Radio Chatter

Continued from page 14

## Nampa

**Instructors - Get Ready for FIRC 2013**  
**By Jennifer Christiano,**  
**Ponderosa Aero Club**

Within the flight-instructor community, few things are more important than maintaining certification. Instructors today have several options for doing so. However, if you're an instructor looking for a personal and enjoyable learning experience, the Idaho Flight Instructor Refresher Clinic (FIRC) is for you. In this collegial group setting, the emphasis is not only on learning, but also on shared ideas, new developments, collaboration and camaraderie.

The February 2013 clinic, last year, was the first Idaho FIRC offered under the new leadership of Ponderosa Aero Club (PAC) of Boise. The next FIRC clinic will be **Oct. 11-12** at a new location, the popular AvCenter located at the Nampa Airport. PAC is using this

location to promote variety and to expand its reach to instructors outside of the immediate Boise/Gowen area.

New leadership includes: PAC staff members Jennifer Christiano, as chief instructor; William Foote, as assistant chief; and Sharki Kontra, as event planner extraordinaire. Together, they plan to merge the familiar with the innovative to create events that will best serve the pilot-instructor community well into the future.

The FIRCs are open to all members of the pilot community if space is available after instructors have registered. At \$125 a seat, 40 seats are available on a first-come, first-served basis. PAC is hosting the FIRCs as a service to the pilot community, and this fee is sufficient to cover the cost of producing the event. Register by calling Ponderosa Aero Club at (208) 344-5401 or use their online form at [www.PonderosaAero.org](http://www.PonderosaAero.org).

**Thank You to EAA Chapter 103,**  
**Nampa, By Natalie Bergevin**

Following Memorial Day, the Nampa EAA chapter invited our Eastern Idaho

Chapter 407 to help participate in the B-17 tour at the Nampa Airport. We were so grateful for the invite, gracious hospitality and the rides in the B-17. You treated us like royalty. Thank you Nampa Chapter!

## Gooding

**Review of Young Eagles Air Rally in**  
**Gooding for the Idaho School for the**  
**Deaf and Blind (ISDB), By Nola Orr**

The annual Young Eagles Air Rally for the Idaho School for the Deaf and Blind (ISDB) was held May 6. Thanks to volunteer pilots, this annual event provides free airplane rides for each of



**See Radio Chatter**

**Continued on page 17**

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# Prop Strikes



**By Tim Henderson,  
ITD Division  
of Aeronautics**

Summertime activities include more backcountry flying and increased risk of striking objects on unimproved airstrips. Consider the following scenario: *You have just made a beautiful approach and landing into your favorite backcountry airstrip. You park your airplane and after exiting to unpack, you discover a dent in your propeller blade! Now what?*

Most small airplanes use either Teledyne Continental Motors (TCM) or an Avco Lycoming engine; therefore, I will address these. If your aircraft has

a different engine manufacturer, please refer to your engine's service publications for related information.

Referring to the latest bulletin, Continental Service Bulletin SB96-11B dated July 7, 2008, and Lycoming Mandatory Service Bulletin #533B dated Oct. 12, 2013, (which are close in wording and are identical in intent) a prop strike is technically defined as:

- (1) Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades, or
- (2) Any incident while the engine is operating in which the propeller makes contact with ANY object that results in a loss of engine RPM.

Basically, if a strike incident (water, snow, bird or ground) causes a decrease

in engine RPM, or other than minor dressing, any damage to the prop that requires repair by a qualified prop repairman, then this is considered a prop strike or sudden engine stoppage.

If your prop strike qualifies under the definition above, both Continental and Lycoming provide the same specifications. Not only does the prop need to be repaired, the engine also is required to be completely disassembled, along with an inspection of all rotating assemblies completed with reference to criteria in each service bulletin – an overhaul! And, this must be accomplished **before further flight!**

In addition to increasing your knowledge base and understanding, these service bulletins could prove handy to support your case. I've been told the FAA considers a prop with grass stains as a prop strike and this could be enough to ground your aircraft at a ramp check. Although this may not be enough to convince an inspector to side with you entirely, these service bulletins may help you reach an informed agreement.

## HELP REBUILD BIG CREEK LODGE

**A BACKCOUNTRY AIRSTRIP LODGE  
RISES FROM THE ASHES**

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The Idaho Aviation Foundation funds projects to help keep Idaho's beautiful backcountry and community airstrips and their facilities accessible, safe and enjoyable for years to come. IAF has productive relationships with the Idaho Aviation Association (IAA), the State Division of Aeronautics, U.S. Forest Service, and other governmental agencies, ensuring that aviation's voice is heard in Idaho. Rebuilding Big Creek Lodge and reestablishing Big Creek Airstrip as a premier backcountry destination is the Foundation's current major project. The IAF is a tax exempt 501(c)(3) corporation, and funds projects through public donations. [www.idahoaviationfoundation.org](http://www.idahoaviationfoundation.org)

The Big Creek Lodge and Resort is operated for public service within the authority of a Special Use Permit in partnership with the Payette National Forest.



Idaho's backcountry airstrips offer a great getaway for those who enjoy more rustic pleasures, but keep in mind that each airfield has its own little "gotchas," such as rodent holes and mounds, rocks or hidden objects in tall grass.

I bring these service bulletins to your attention as a great reference in case you suspect a prop strike. Read them before you react to the urge to straighten that blade and fly it out. It might make the difference!





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## Radio Chatter

Continued from page 15

the students at the school. Dale Cresap, Young Eagles Coordinator for the Experimental Aircraft Association (EAA), coordinated the 40 flights. Under the leadership of Natalie Bergevin of Blackfoot, EAA Chapter 407 is a springboard for recruiting pilots and ground crew for the rally from a large area that includes Idaho Falls, Blackfoot and Pocatello.

After weeks of anticipation, this year's students were pretty excited by the time they arrived at the airport. Although weather again resulted in postponement, there was no trace of disappointment on anyone's face on the big day. The communication gap was bridged with mutual big grins. One of the pilots brought tablets and pencils for the children to jot down their thoughts. The students especially enjoyed the sensation of movement, as well as placing their hands on the aircraft controls to feel the



**Gooding Young Eagles**

corresponding changes as they are pressed back and forth or tipped side to side.

Chesley B. Sullenberger and Jeffrey Skiles, the pilot and co-pilot of the plane that went down on the Hudson river in 2009, are co-chairmen of the EAA's Young Eagles youth introduction-to-aviation program. Each student received a Young Eagle's' certificate with their

signatures on it, as well as the signature of the pilot who personally flew them. Names of the students are entered as Young Eagles in the world's largest logbook at the EAA AirVenture Museum in Oshkosh, Wisc.

On behalf of the EAA, thank you volunteers! This event would not be possible without you!



# Safety Wire

Continued from page 4

## Mission to Waldo Canyon

A line of storms had just rolled through the city of Colorado Springs, which is located 75 miles south of Denver and 30 miles north of Pueblo. The area is extremely picturesque, as you can imagine. The storm produced some of the most spectacular lighting we had ever seen. Mother Nature, at her finest moment, wreaked havoc throughout the region. Our first-up Medevac crew watched from the hangar door as the storm blew past the ridgeline, lighting the skies north towards Denver. I was told that Colorado has approximately 530,000 lightning strikes per year; and that over the past 50 years, Colorado has the fifth-highest lightning-fatality rate in the nation. I had read that lightning is the second-greatest cause of storm-related deaths in the United States, and only floods kill more people.

I believe, more recently, that tornado-related deaths moved into second place. Let's get to the story: Here is a little of who, what and why.

I was a Huey pilot assigned to Fort Carson to support the III Corp Medevac mission at all five installations with 15 Hueys. We were assigned there, temporarily, to cover for the original Blackhawk crews who were deployed to Iraq after the handoff in early 2003. God bless those guys. Shortly after their arrival in Iraq, they lost a few aircraft to shoulder-fired weapons and small arms, including an unforgettable young, freckly-faced E-4. Before leaving, never to return, he went out of his way to show me the best way to clear the snow off the tarmac so we could get our "first-up" aircraft out of the hangar. Other necessary training we received included the mountain-training course known as "HAATS" (High Altitude Aviation Training). This training paid off! The mission that stands out the most took place in the late afternoon, as the storm rolled north of Colorado Springs.

The following is the mission summary for July 12, 2003:

### Waldo Canyon MEDEVAC Mission

MEDEVAC Operations received a request for Air Ambulance at 1824 local time (L) from the Fort Carson Emergency Communication Center. The Air Ambulance request had been turned down by civilian operators because of the potential need for a rescue hoist, as well as limited landing-zone capability in the area. A 47-year-old female was struck by lightning while hiking in Waldo Canyon, located ten miles north of Colorado Springs. EVAC 01 was launched at 1829 L and arrived at the pickup site at 1845 L. Crewmembers for this mountain rescue were fully mission-capable to include HAATS mountain qualification. EVAC 01 crew for the July 12, 2003, mission included: pilot Capezzuto, crew chief Davis, medic Salazar, and me as pilot-in-command. Layton was the MEDEVAC mission coordinator on duty in operations, and he was instrumental in bridging the communication between civilian ground personnel and the flight crew, as well as running operations.

EVAC 01 arrived at the Pick-up Zone (PZ) and conducted a mountain-landing zone sequence and power-

management brief. Initial PZ communicated by civilian ground personnel was a single-track trail along the side of the mountain pass at 7500 Pressure Altitude (PA) and 28 °C. EVAC 01 crew effectively analyzed the terrain, wind and atmospheric conditions and determined that aircraft power capability was not available for using the rescue hoist at their current mission profile.

In-flight power management brief confirmed that sufficient Out of Ground Effect (OGE) hover power was not available. The crew located a pinnacle approximately one-half mile from the patient location and began a landing-zone sequence evaluation. EVAC 01 determined sufficient power was available and location was large enough to support aircraft operations. EVAC 01 landed for patient pickup. The aircraft was shut down to conserve fuel for remainder of mission while patient was repositioned for loading. After the patient was relocated to the pinnacle PZ, EVAC 01 departed with the patient at 1940 L and arrived at the Memorial Hospital by 1946 L.

I walked back through the hangar door feeling darned good. Mission accomplished. We had just saved a life. I stopped for a moment, turned and looked back at the front range of the Rocky Mountains. I couldn't help but think about the young E-4 who lost his life in battle. He was 18 and married, with a child. He most likely would have participated in this mission and returned to the warmth of his home and family, however he was called to duty and died a hero.

To this day, I still cannot express in words the gratitude I feel toward people who put their lives on the line so that the rest of us can return to our families every night. My mission seemed to pale in comparison, although I was thankful for the training that had enabled me to fly into Waldo Canyon, resulting in another survivor.

Each year, lightning permanently injures hundreds of people. Lightning can cause serious, lifelong neurological injuries. Learn more about lightning safety on the National Weather Service website at [www.nws.noaa.gov](http://www.nws.noaa.gov).

## Fly Clear of Wildfire



Interference, Collision, Violation

## Don't Risk It

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

Be safe. Stay away.

[airspace.nifc.gov](http://airspace.nifc.gov)  
[aviation.blm.gov](http://aviation.blm.gov)  
[faasafety.gov](http://faasafety.gov)







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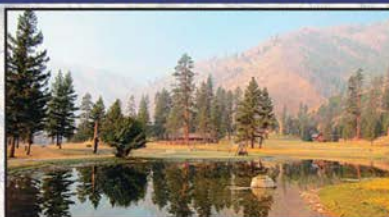
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## PISTOL CREEK RANCH - FLY-IN BACKCOUNTRY



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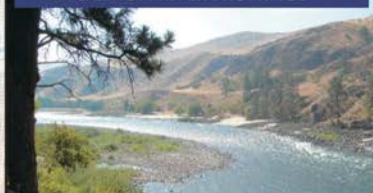


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## SALMON RIVER FRONTAGE



**1,500 FT SALMON RIVER FRONTAGE** Private beach w/water rights. 2 ml. from Slate Creek landing strip. Separate log guest cabin. Multiple outbuildings, eddy for jet boat. Convenient drive-in location between Riggins & Whitebird. **\$695,000**

## MCCALL HANGAR



**MCCALL CORPORATE HANGAR** 80'x80', 6400 SF w/18'x70' bifold door. Fits large corporate jets. Bifold door modification available to increase clearance to over 20'. Vintage-deco pilot lounge/crew quarters w/3/4 bath. "Nicest Hangar @ MYL" **\$675,000**

## MCCALL BUILDING SITE



**PAYETTE RIVER SUBDIVISION** Great location & views from .37 acre building lot. Adjacent to larger acreage, pond & North Valley Rail Trail. County maintained road, CC&R's & private sewer available. South gentle slope w/trees. **\$39,900**







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# Name This Airfield Contest!

*The first correct response to [laura.adams@itd.idaho.gov](mailto:laura.adams@itd.idaho.gov) will receive a prize, and the first ten correct responses will be published with the right answer in the next "Rudder Flutter" issue.*



The photograph posted in the last issue captured an aviation breakfast on June 12, 1949, at the Emmett Airport (S78). Breakfast included 400 pounds of ham, 2,004 eggs, 250 cherry pies, 600 pounds of potatoes, 2,000 biscuits, 3 gallons of coffee, and 500 ripe cherries. Afterward, participants were invited to attend a boat regatta at Black Canyon Dam. Sounds like the Era of the Golden Age, right?

No one was able to correctly identify Emmett Airport from the last issue. Emmett Airport construction began in 1930. When the photo was taken in 1949, the runway had just been graded and airport improvements were made which totaled \$8,200. A golf course was constructed on both sides of the runway in 1952 to beautify the airport. In 1991, the runway was extended to its present length and an airport dedication was held on Nov 6.

