



Bound for the Backcountry

Bookworm

By Laura Adams with excerpts from the *Lewiston Tribune's* article titled "Author chronicles Idaho's remote airstrips" on Monday, Jan. 14, 2013.

If you haven't picked up a copy of "Bound For The Backcountry" yet, then prepare yourself for a real treat. Author Richard Holm Jr. just published this fascinating 557-page history book chronicling the pioneers and aircraft associated with the development of Idaho's backcountry airstrips. Additional chapters document Backcountry Flying In Film, World War II Military Airplane Crashes In The Backcountry, Travel Air 6000s, and Ford Tri-Motors In The Idaho Backcountry. Demand has been high and Holm is working hard to produce a second edition, which will also be available in paperback soon.

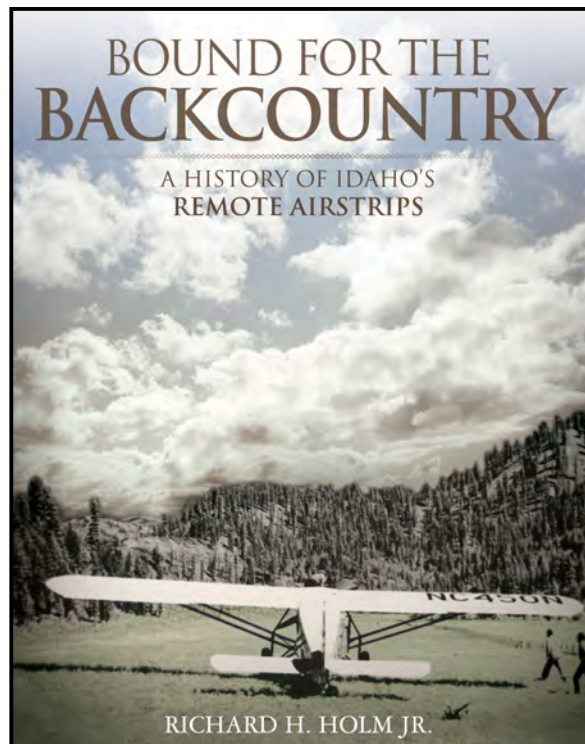
The copy in our office, already careworn, has been enjoyed by pilots and non-pilots alike. Admittedly, I have not made my way through its entirety; but rather, I am methodically savoring my slow journey from beginning to end. Nearly everyone who visits us has heard about it. In fact, some of you may have read the article featuring Holm and his book in the *Lewiston Tribune* and the *Idaho Statesman* last month. Reporter Virginia Hutchins of the *Lewiston Tribune* wove together a description of the most thrilling events highlighted by Holm, and began by providing the following overview:

The book's early chapters put Idaho's remote flying into the context of

1930's fire suppression; the shift of backcountry homesteads from serving miners to attracting hunters and angler; the explosion of whitewater sports; and The Wilderness Act of 1964. But the bulk of this thick volume is devoted to heavily researched accounts of individual airstrips: how and why they were built, who was involved and any interesting tales, funny or tragic, attached to them.

In my recent interview with Holm, he warned me that this is neither a "guide book," nor a "how-to book." "While the book covers a vast amount of backcountry history related to homesteaders, firefighters, outfitters and guides, rafters, hunters, fisherman, and pilots; the primary focus of the publication is the history of each airstrip," stated Holm. He offered the following disclaimer as well, "The book does include some airplane crashes that are considered historically important and interesting airstrips; but hundreds, if not thousands of incidents and accidents that have occurred in the backcountry were omitted. Also, many of the airstrips included in the publication are private and not open to public use."

One of the accidents described in the book, highlighted by Hutchins in the *Lewiston Tribune* article, retold the tragic



tale involving a blown cylinder on DC-3 148Z's right engine near Moose Creek in 1979. Hutchins offered a summary of the book's synopsis of the crash, as well as an account of one of the many heros.

The flaming engine tore away from the wing, and the right landing gear dropped. The pilots maneuvered the wounded aircraft through the walls of the Selway canyon, Holm writes, but when the left wing struck a tree

See Backcountry

Continued on page 3

INSIDE

Medical Matters 7

Color of Aviation 10

Radio Chatter 13

Big Creek Lodge 8

Calendar12

Compass Rose16

On The Fly

New Staff at Division of Aeronautics

By Laura Adams, Editor



I was tickled with the abundance of submissions for this issue. The aviation community has spoken! In order to make more space, I will simply say "Thank

You!" Please keep sending your articles my way. With that, I'll step aside and let the newest member of our Aeronautics' team introduce himself. I present to you, Cade Preston . . .

It's funny how we end up in the places we do. One day my wife, Natalie, and

The **Rudder Flutter** is published by the Idaho Division of Aeronautics. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is published quarterly. All articles must be submitted to this office for review.



Idaho Transportation Department

Governor C.L. "Butch" Otter

Director Brian Ness

Administrator Mike Pape

Aeronautics Advisory Board

Chairman Rodger Sorensen

Members Colleen Back, Chip Kemper, Dan Scott, and Mark Sweeney

Division of Aeronautics

3483 Rickenbacker St., Boise, ID 83705

Website: <http://www.itd.idaho.gov>, Ph: 208.334.8775

Rudder Flutter Editor: Laura Adams

Email: laura.adams@itd.idaho.gov

Assistant Editor: Tammy Schoen

Email: tammy.schoen@itd.idaho.gov

Graphic Design: Pauline Davis

Email: pauline.davis@itd.idaho.gov

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.

I are talking about how we are tired of living on the smoggy and crowded Wasatch Front, in Utah; and a month later, we are buying a house near Boise. When we moved from Salt Lake City to Boise, I was flying for SkyWest Airlines. A couple months after moving here, I was driving to the Boise airport to catch my weekly commute to work in Denver. As I took the airport exit, I saw the green Idaho Division of Aeronautics sign. "Hmm", I wonder what that's all about," I thought. I made a call to the Division and was put in touch with Mike Pape. We spoke for a while and when we were through, I was intrigued. I thought to myself, "That has got to be a great job!" And so, here I am!

I was not the kid growing up that knew he wanted to be a pilot; rather, I thought I wanted to be an engineer. But while taking some engineering classes in college, I realized this was undoubtedly not the career path for me. In the midst of exploring four other majors at Utah Valley University, I stumbled across the Aviation Department. The next step was to convince my wife that being an airline pilot was the best career choice. Shortly thereafter, I enrolled in my private pilot ground and flight courses: that was the summer of 1999. After graduating with a Bachelor's Degree in Aviation, I worked as a CFI for the university, then as a flight instructor in California and at Embry-Riddle Aeronautical University, in Prescott, AZ. In September 2005, I was offered a pilot position at SkyWest Airlines, and we moved back to Utah.

During my seven and a half years at SkyWest I worked up the ranks and had the opportunity to serve in many capacities. I started as an

EMB-120 Brasilia First Officer. While a First Officer, I also accepted an instructor position in the SkyWest ground school. As a ground school instructor, I taught FAA and company regulations and Brasilia aircraft systems to new hires and captain upgrade pilots. After nearly four years in this position, the opportunity to become a CRJ First Officer came my way. I then left the ground school department to "fly the line" full-time in the right seat of the CRJ. It was about this time, my wife and I decided to move from Salt Lake City to Boise, and give commuting a try. A year later I found myself back in the Brasilia, upgrading to Captain. The pinnacle of my SkyWest career came when I was offered the position of Brasilia Check Airman. This was the most rewarding position at SkyWest; as it gave me the opportunity to return to my CFI days, training new hires and captain upgrade pilots, one-on-one, while actually flying.

Now I am excited to be the Director of Flight Operations for the Idaho Division of Aeronautics. It's been nearly three years since my wife, our four children, and I moved to Idaho. We love living here and plan to stay for a long time, if not forever.

—Cade Preston



www.hdrinc.com

Driggs-Reed Memorial Airport
Runway and Taxiway Design and
Construction



The Power of More

- Airport Planning
- Airport Engineering
- Architecture
- Environmental Services
- Construction

Boise | 208.387.7000 Coeur d'Alene | 208.676.1130



From the Administrator:



What is the value of an airport?

Few people would give much thought to such a question. Since airports are public infrastructure, we would never see a

billboard boasting of their importance. Here at the Division of Aeronautics, those many non-descript runways take on a whole new meaning.

A pilot in Idaho has access to 126 public-use airports, making Idaho a national leader in the ratio of population to airports. We rank fifth per capita. The economic impact of these airports exceeds \$2 billion dollars and boasts over 23,000 jobs. Statistically, a typical visitor to a public airport spends over \$700 during their stay. How did Idaho grow into such an airport friendly state? Simple; there was really no other comparable transportation.

Over 150 years ago, during the massive migration to the West, the territory that later became Idaho was surprisingly not on anyone's destination list. It was an afterthought state, hewn from its neighbors. The geography was not conducive to future roadways. This left Idaho's population base, which was concentrated in the far corners, separated

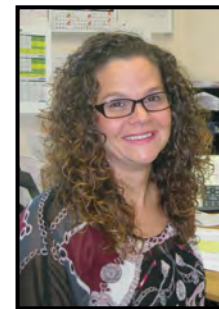
by nine million roadless acres. Do you realize that Idaho is the ninth largest and sixth "longest state?" (The first person to email me with the five longer states gets a cool airplane hat!).

As Idaho developed into a state with a low mileage of freeways and few residents to pay for them, and a lot of inhospitable terrain in between, it was airports that connected the many isolated communities and provided access to the state's mines, forests and homesteads. Aircraft became the only reasonable way to travel in a day from Bonners Ferry to Preston (a distance greater than New York to Chicago). So, what became the one steadfast investment that made an Idaho community viable? You got it: The local airport.

I remind my highway engineer friends that we can build a mile of highway for about the same cost as a mile of runway. That extended highway will get a traveler one more mile down the road, while an airport runway will offer a traveler the world. The most important main street in an Idaho town is the airport runway, and everybody wins when business and GA aircraft are assured access to all corners of our state.

At the Division of Aeronautics we especially value the importance of air access to the backcountry, air ambulance service to small communities, and

business aircraft flying executives to invest much-needed dollars into local industries. Airport Planners Bill Statham and Melissa Kaplan earn their wings every day by assisting Idaho airports in planning, projects, and grant assurances. Their teamwork with Idaho airport sponsors enables our state to receive as much as \$30 million in federal funding annually, and we encourage even the smallest airport in the state to tap into their expertise.



Melissa Kaplan



Bill Statham

The Idaho system of airports means access, economic opportunity, commerce, tourism, safe transportation, and mobility for our 1.6 million residents. What's the value of an Idaho airport? Simply put: priceless.

Mike Pape

IDT Aeronautics Administrator

Backcountry

Continued from page 1

they lost control. The images captured by a newspaper photographer show the outline of the DC-3 and smoke trailing from the falling engine below it. The crash killed both pilots and eight of the 10 passengers.

But the history has its heroes, too. Among them, helicopter pilot Rod Snider, who descended through thick smoke, flames, airborne embers and intense heat –over and over– to rescue

trapped smoke jumpers four at a time in 1961 near Grangeville. Holm tells the story with enough technical detail for aircraft-savvy readers to appreciate the difficulty of the feat, but with all the humanity that another reader might crave.

I love the description of Idaho backcountry pilots that Holm offered to Hutchins, "as humble, understated folks." And after sitting down to talk with him, I'd say Richard Holm Jr. certainly fits that description. A recent University of Idaho graduate and pilot, his interest in the history of the Central Idaho

wilderness inspired him to explore "how aviation...shaped what we think of as wilderness areas." On behalf of the Division of Aeronautics and the pilots of Idaho, we applaud you, Richard. Furthermore, we'd like to express our gratitude for offering us the most comprehensive, one-of-a-kind book on Idaho backcountry aviation yet.

Bound for the Backcountry, A History of Idaho's Remote Airstrips can be found at select local bookstores or www.coldmountainpress.com. Please comment on facebook or boundforthebackcountry@gmail.com



Attention Aircraft Owners!

Do you own an approved FAA-certificated aircraft with STC4 automotive fuel? We are concerned you may not be submitting the Idaho Tax Commission Form 75 to report the use of ethanol-free automotive fuel utilized in an aircraft. Submitting this form returns 18¢ per gallon to the purchaser, and transfers 7¢ per gallon from the highway fuel tax account to the aviation fuel tax account. Currently, filing this form is necessary (though not required) regardless of whether the fuel is purchased at one of the two on-field mo-gas pumps (Payette or Buhl Airports) in the State, or if fuel is purchased off airport and transported in portable containers to the aircraft. This also applies to home-built, experimental, and light sport aircraft. Simply put, if mo-gas is burned in the air, then the taxes on the fuel need to be collected at the lower rate and the

proceeds directed to the Division of Aeronautics to support airports and aviation in the State of Idaho.

We are concerned that many owners find the Form 75 and associated record keeping to be cumbersome and may not bother with it, and may also assume fuel from on-field mo-gas pumps is taxed for aviation use, which is not already the case. The EAA and Peterson Aviation Inc. have reported over 800 STC's for auto fuel have been sold to aircraft in Idaho. The Idaho Tax Commission reported less than 25 Form 75's were returned in 2011.

We request users of mo-gas, regardless of aircraft type to contact the Division of Aeronautics and let us know how many gallons of mo-gas you use in your aircraft during the year, and whether you filed the form with the tax commission.

We will use this information to determine if some change in the tax collection process is worth pursuing. The Division feels that tax revenue rightly due to airports and aviation in Idaho is being inadvertently directed to support highways. Please help us grasp the scope of this problem.

Please contact:
Mark Lessor,
Aviation
Technician
208-334-8895
(leave a message
if I'm out) or by
email at
mark.lessor@itd.idaho.gov



Local Avionics Company Helps Grow Aviation in Idaho

By Kasey Baker

In October, Western Aircraft constructed and donated a cockpit simulator to be used as a learning tool at Idaho State University's (ISU) College of Technology. Western Aircraft has a history of supporting ISU's Aircraft Maintenance Program financially, as well as hiring Airframe and Powerplant (A&P) technician graduates from the program.

The cockpit, which is valued at approximately \$83,000, was built by ten employees and took about 650 hours of engineering to design and construct.

"We are committed to growing the aviation industry in Idaho," said Western Aircraft Avionics Manager John Schnefke. "We feel the practical

experience gained through the training cockpit will give ISU students an edge in the marketplace while competing for a job, and make them more prepared and productive after they start."

"It's an amazing piece of equipment," said Aircraft Maintenance Program Coordinator and Airframe Instructor Gary Shipley. "I can now provide entry-level training to a whole classroom at once versus just one student at a time. And because the backside of the cockpit is open, the students have the rare opportunity to

see all the wiring, which you never get to see in an actual aircraft."

Shipley added that with the fully functional cockpit they can also introduce faults. Students will learn how to troubleshoot

the faults and repair the discrepancies, giving them a practical sense of what it's like to actually work on avionics equipment installed on an aircraft.

Western Aircraft began as the corporate flight department for Morrison Knudson, but is now owned by Greenwich AeroGroup and boasts being the largest aircraft service company in the Pacific Northwest and world's largest PC-12 dealer. The full-service FBO and FAA certified repair station is located at the Boise Air Terminal. Their services include maintenance, avionics and interior refurbishments, aircraft sales, charter and management, parts distribution, and fixed base operations. For a virtual tour go to: www.westair.com.



Safety Wire

Meet Dan, Your New Safety Guy

Hi! I am Dan Etter, the Idaho Division of Aeronautics' new safety guy. My current mission is to manage both the internal and external aviation safety programs, serve as the Senior SAR Coordinator for the Division, and pilot the Division's King Air and Cessnas. My background includes 21 years in the U.S. Army and Army National Guard with experience flying the C-12 King Air, C-23 Sherpa, UH-60 Blackhawk and UH-1 Huey. I have served as an Aviation Safety Officer, Tactical Operations Officer and Safety Program Inspector.

About a year and a half ago, my training and assistance team was assigned to inspect the Blackhawk and Apache Safety Programs in Boise. Previously, I had been stationed in Georgia; but in anticipation of my 2011 retirement, my wife and I dreamed of moving out west, near the mountains.

Unexpectedly, I discovered Boise as the ideal place to raise our two small boys. Within a couple of months our decision was made to relocate and settle here, and then, in October 2012, I accepted the job with Aeronautics.

Safety Speak

I'd like to offer my thoughts around the word "complacency."

Complacency happens when we perform many functions on a continual basis. Many of our jobs are repetitive in nature, and the more we repeat a task, the greater the chance we have of becoming complacent with respect to the details of that task.

How many times have you heard someone say, "We've always done it that way," when questioned about why they performed a task a certain way? Since it has stood the test of time, then it must be the correct way to complete the task properly, right? Well, that's not necessarily true. The very fact that the task is repeated often can draw us into the complacency trap. We learn to expect proven results until one day the outcome changes for the worse.

Always be willing to re-examine, refine, and learn from others. Stay alert, stay

alive, and remain diligent in your accident prevention efforts.

I look forward to meeting many of you this year at our pilot safety briefings and outreach programs.

Save the Dates

The following events are part of my agenda moving forward; and I anticipate meeting as many Idaho pilots as I can along the way. In May, I'll be attending the EAA Chapter 1441 meeting in Sandpoint where I plan to cover Idaho aviation accident statistics and national trends. In 2012, Idaho had 39 general aviation accidents with 5 fatalities. Over the past several years Idaho's annual numbers have ranged between 34-39 accidents with 5-14 fatalities. Let's collectively work towards reducing these numbers for 2013.

We've built a solid base of Search and Rescue Pilot Volunteers and Observers in Idaho and now have a Search Volunteer Lead Pilot in all 6 ITD Districts. Last year was the third year

we participated in the Montana Search Clinic obtaining the necessary skills to become Search Volunteer Leads. In September we plan to send an additional four pilots. Please call me if you have an interest in becoming a search volunteer pilot or observer. I need your help!

I'll also be participating with the Idaho CAP during two of their exercises this year, in addition to the Division of Aeronautics conducting two external SAR exercises per year: Districts 3 and 4 (Southwest Idaho) are scheduled for 2013, and districts 1 and 2 (Northern Idaho) are scheduled for 2014.

Also mark your calendars for:

- The Idaho Aviation Expo being held in Idaho Falls May 17-18, 2013. Please stop by our booth to say hello.
- Boise's 5-day Inland SAR Course on October 21-25. Let me know if you'd like to attend. There is no fee for this training.

Dan Etter
(208) 334-8777

Summer ACE Academy

By Laura Adams, Editor

For years, Frank Lester spearheaded our summer ACE Academy at the Division of Aeronautics. When he retired, we began to wonder how to continue this community outreach. Tammy Schoen, who assisted Frank over the last 11 years, has volunteered to be our new ACE Academy Coordinator.

On June 24-26, thirty high school students (ages 14-18) will have the opportunity to participate in the academy. The deadline for submitting applications is May 31, 2013.

During the three-day academy, students will hear from experts in various aviation-related fields, as well as representatives of regional and national aeronautical schools. Tours of the Boise Airport, local aviation businesses and flight operations, and the Idaho Army and Air National Guard are also scheduled.

The academy is capped off with flights to nearby airports, including Idaho City, Garden Valley, and Prairie. Each student will have the opportunity to experience a flight under the guidance of a veteran pilot. Upon return to the Treasure Valley, students will tour the Warhawk Air Museum in Nampa.



For more information, call the Division of Aeronautics at (208) 334-8775 or email tammy.schoen@itd.idaho.gov. Our application is available at www.itd.idaho.gov

ov (click on Aeronautics, calendar, and "application" under ACE Academy).



Unique Training Opportunities

Career Pilot Program

Launch your flying career in six months. Our program takes you from zero hours to flight instructor quickly and for less money than you may think. We have all the equipment that it takes, including Boise's only multi-engine trainer and the only Flight Simulator Training Device in the area. Already a pilot? Our program is customized to take you from where you are to where you want to be.

7 Day IFR Course

Our accelerated IFR course is popular with customers from all over the world. We utilize the most advanced training techniques, simulators, and aircraft to give you the best training possible. Visit our website to see the outstanding feedback we have received from our course graduates.

Multi-Engine Training

Our well-equipped Seneca II combined with an advanced flight simulator provides you with the best training in an accelerated program for the multi-engine rating, commercial, flight instructor, and airline transport pilot certificates. Be prepared for the new regulations requiring an ATP rating for airline jobs.

Cirrus and Cessna 400 Glass Cockpit Training

Our specialty is training you in the latest in avionics. We offer factory-approved training in all the Cirrus and Cessna aircraft with Garmin and Avidyne avionics packages. Our rental fleet includes a Cirrus SR20 with the Avidyne avionics package, a Cessna 206 with the Garmin G1000 suite and our Piper Archer and Piper Seneca with the Garmin 430 GPS units.

**Glass
Cockpit
Aviation
• COM**

Boise Airport Location:
3653 Rickenbacker St., #202
(208) 869-6459
info@glasscockpitaviation.com

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

Please visit our website for more details

www.glasscockpitaviation.com



Aviation Medical Matters

You Don't Have to be Crazy to be a Pilot

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



Maybe it is because some people have an irrational fear of flying in small planes that the idea of a pilot with a psychological problem makes them quiver. In the past, the FAA responded to this by making it mandatory to disqualify any class of medical certificate for diagnoses of personality disorder manifested by overt acts or psychosis (mental condition that affects one's sense of reality). This included depression, which occurs in about 10% of the population, but often resolves over time or treatment with counseling and/or medications. Yet, use of any of the medications, no matter how effective or free of side effects, was disqualifying for U.S. pilots. No doubt this may have discouraged some pilots from seeking appropriate and timely care. And ironically, this type of FAA policy is not the case in other countries or the International Civil Aviation Organization (ICAO). International pilots are allowed to fly in U.S. airspace legally using these same medications

Recently, the FAA changed their policy, and now allows consideration for Special Issuance for these specific mental health diagnoses:

- **Single or recurrent, mild to moderate major depressive disorders:** at least two weeks of constant hopelessness and despair with loss of interest in relationships and normal activities.
- **Dysthymic disorders:** severe up and down moods.
- **Adjustment disorders:** inability to cope with stress with depressed mood.

Special issuance may be granted once the symptoms have resolved with

treatment, which can include one of the four favored Serotonin Specific Reuptake Inhibitors (SSRI) drugs: Prozac, Zoloft, Celexa, and Lexapro. However, other drugs or a history of treatment with more than one drug, a diagnosis of psychosis, suicidal ideation, or treatment with electro-shock therapy are still disqualifying. Completing the special issuance process is still fairly complicated and can be expensive. Under the old rule for depression, which is still applied in many cases, the applicant's physician is required to submit a statement indicating full resolution of symptoms after the medication has been discontinued for three months.

The new requirements include submission of two statements, the raw data results from specific psychological testing, and an evaluation and recommendation by a specialized AME, with a Human Intervention Motivation Study (HIMS) certification.

The applicant's statement must reflect no change or exacerbations on a stable dose of one of the four approved medicines without any side effects for a full year prior to the application. A description of the history of antidepressant medication usage and mental health status also must be included.

The second statement, from the treating psychiatrist, must describe the diagnosis, length and course of treatment, dosage of antidepressant medication and any current or past side effects. Once the AME

submits their evaluation to the Special Issuance Federal Air Surgeon (FAS), the FAS will either make a determination or request additional information.

One last point: Depression and dysthymia may be casually diagnosed by a well-meaning family physician who may not understand the implications for a pilot. If you have any questions or concerns, call your AME immediately because once either of these diagnoses is on your record, you will be grounded for at least three months. Counseling could be an adequate alternative treatment that will not ground you for the summer. However, if you do need further treatment, then by all means get it! Major depression interferes with every aspect of your life, not just flying. Suicide is the ninth leading cause of death in the US. Medications and counseling do help and are necessary for any other serious medical condition. If you want to continue flying with a medical certificate, please know that your AME can help you work through the process.

May 17th & 18th - Idaho Falls, Idaho - KIDA

Idaho Aviation Expo 2013

Presented by Aero Mark Inc. & The Idaho Aviation Association

New & Vintage Aircraft
Maintenance & Avionics
Workshops & Speakers
Clubs & Associations
And Much, Much More...

From Bushplanes,
To Turboprops,
From Backcountry,
To Business
All In One Big Hangar!

More info at aeromark.com



Beloved Big Creek Lodge

In 2014-2015, the Idaho Aviation Foundation (IAF) is planning to rebuild the historic Big Creek Lodge, part of a tiny settlement area in the Payette National Forest, just outside Idaho's famous Frank Church River of No Return Wilderness. The lodge was originally built in the early 1930's and served backcountry pilots, hunters, fishermen and other recreationists until it, and an adjacent cabin, burned to the ground in October 2008. The IAF has applied for a Special Use Permit from the Payette National Forest and intends to operate the new Big Creek Lodge for the public after it is built. Public service

free for only four months of the year. Adjacent to the lodge site is a challenging state-managed airstrip which necessitates a pilot to have the appropriate aircraft and mountain flying skills.

"Although the 'big town' of McCall (population 2,900) is only a 15-minute flight to the southwest, it takes 3-4 hours to drive there. The logistics alone are challenging, but the challenge is part of why it is so special—if it were easily accessible, it wouldn't be Big Creek. We've planned for the difficulties and consulted with experienced builders and backcountry operators on our budget and timeline," said Davies.

The fundraising efforts have already raised \$410,000, led by a \$250,000 commitment from the IAF and other public donations of \$160,000 thus far. The

\$800,000 objective includes provisions for designing, engineering, meeting permit requirements, transporting materials, constructing and opening the lodge plus funding to operate the lodge longer term. Should donations exceed the \$800,000 goal, they will be applied to future lodge operations.

The old lodge at Big Creek was a premier destination for visitors from Idaho, the US and around the world. "The plans for the new lodge call for a two-story log structure that will have a comfortable seating area for serving meals, big windows to take advantage of the mountain views, a few rooms to rent, caretakers' quarters, and space for small retreats or training sessions, all of which will be built to fit into the near-wilderness scenic environment"



Davies explained. A future phase may include small cabins for rental adjacent to the lodge.

The IAF will host several open house or breakfast events in 2013 at the Big Creek Airstrip. "Between now and the end of 2013, a great deal of work will be going on in the background that most people won't see or realize is happening," stated Colleen Back. "Four committees run by IAF Directors are focused on the project, and a timeline and budget are in place," she added.

Everyone's input and help is needed. The Big Creek website will launch soon, including a blog to keep site visitors up to date on the project, a history section, and interactive areas for people to share their favorite Big Creek memories, photos and stories. It will also include donation and volunteer information.

The Idaho Aviation Foundation's (IAF) mission is to fund projects that maintain, improve and develop airstrips and their facilities, improve access and promote safety at backcountry airstrips and recreational airports in Idaho. The IAF consists of a 9-member volunteer Board of Directors and maintains productive relationships with the state Division of Aeronautics, the US Forest Service, Idaho Aviation Association, plus many other agencies and organizations. Funds for the IAF's projects, like rebuilding Big Creek Lodge, come from public donations and various income producing initiatives. The IAF is a tax exempt 501(c)(3) corporation. www.idahoaviationfoundation.org. www.RebuildBigCreek.com



functions will be hosted at the existing facilities at the lodge site between now and completion of the construction. The IAF has already developed an execution plan, acquired the remaining buildings, and improvements on the Big Creek site, started fundraising efforts, and will launch a website to get the public involved. By late January 2013, IAF has raised over 50% of the \$800,000 budgeted for the project.

"There are thousands of pilots and outdoor recreationists who have happy memories at Big Creek Lodge," said IAF President Jim Davies. "When this project is complete, the public can begin to make new memories at this historic site so many of us love." Yet, the project is full of challenges. The lodge sits at nearly 6,000' elevation in rugged terrain with limited access by road—which is snow



1920-2012

Remembering William Robert Parish

At Aeronautics, we were sad to hear of the passing of Bill Parish who was a pivotal figure in Idaho aviation as well as our Idaho community at large.

The following excerpts and photos are from the "Lewiston Tribune" obituary on Jan. 1, 2013.

Bill was chairman of the Idaho Division of Aeronautics advisory board for 16 years and was a member of the Moscow-Pullman Regional Airport Board for many years. His love of aviation was well known to all, especially his children and grandchildren. He was never happier than behind the controls of an airplane.

Almost as important as his love of aviation was his passion for skiing. He and wife, McGee, skied well into



their 80s, and they cherished spending time at their cabin in McCall and skiing on Brundage Mountain.

Bill was born in Grinnell, Iowa, in 1920 and attended high school in Grinnell and college at Iowa State University. He graduated with a degree in electrical engineering in 1942. Bill learned to fly in college and spent time prior to and during World War II in the U.S. Army Air

Corps as a flight instructor. He married Magdalene (McGee) Carns in 1943, and they celebrated their 69th anniversary just prior to his death. Bill and his wife, McGee, have been fixtures in their beloved community of Moscow and served the University of Idaho and Moscow in many capacities for the past 60 years.

Bill and McGee moved to Moscow in 1947, where he became a professor of electrical engineering. Bill was a founding member of the historic University Heights housing development, where he and McGee built their home and resided for 62 years. Bill retired from the University of Idaho in 1983, and since then, devoted his time to family, the University and community.

**Precision
Aviation
Maintenance
is located at
the Magic
Valley
Regional
Airport,
KTWF, in
Twin Falls,
Idaho.**

Precision Aviation Maintenance, Inc. Twin Falls, Idaho



Our mechanics have over 40 years of aircraft maintenance experience providing maintenance and repair services for all general aviation aircraft. Our services are offered to the owners and operators of both piston and turbine aircraft. We are a Standard Aero Customer Support Center and a factory install center for Ice-Shield. Call or stop by to meet our staff and schedule your next service or visit our web site at www.paviation.com. 208-736-3374

Phone: 208-736-3374
Fax: 208-735-1291
E-mail: mx@paviation.com



The Color of Aviation: *Lori MacNichol*

By: Madison MacNichol

My mom, Lori, began flying in an unusual way; pushed into it by necessity might be a better description. Having grown up in Los Gatos, California, shortly after her twenty-third birthday she decided to break from the busy California lifestyle and constantly congested traffic. She moved to McCall, Idaho, and immediately fell in love with the outdoors that had been just beyond her reach for so long. Adoring the climate and easy access to the surrounding backcountry, she grew to be an avid fisherwoman, often hiking to secluded lakes and her very own special fishing holes, whenever there was opportunity. Soon she realized that as she met more and more people on her hikes, her “secret” fishing holes were not so secret after all. Curious as to how far one would have to hike to avoid the competition, a quick look at a map of the Idaho backcountry convinced her that it would be a very long walk. What now? An epiphany—I could fly. Never one to give up, she decided that a private pilot license was the answer to her quest. Ha! She would show those fish whose boss! And so, in 1982, from an instructor named Jane Lemar in Redding, California, a new career was born.



Wilson Bar 2003

Like every new student, Lori has a few “beginning to fly” stories, but the one she likes to tell the most goes a little like this: on her second solo, the airplane she normally rented had flown the previous evening and was wrecked.

While flying another aircraft, she heard a conversation over the radio about the wreck the night before. Becoming completely absorbed in the radio chatter, time slipped away from her. She finally noticed that her hour was almost up, and she needed to return the plane. However, when she arrived she discovered, to her dismay, that the crosswinds at the airport had picked up significantly. Upon landing she was blown so far off the runway that she ran over three taxi lights, a taxi sign, and mowed over multiple rose bushes. Unharmful but humbled, she was severely scolded upon reaching the tie downs, and, thanks to her less than sterling arrival, the airport received more than one angry phone call from the grounds crew. She was never caught eaves-dropping over the radio again!

Of course, one thing led to another, and Lori became more and more interested in the specialized experience necessary to safely fly the backcountry. After learning of several airplane accidents in this ruggedly beautiful but dangerous and unforgiving environment, she decided that there was something more to wilderness flying than fish. She began talking to the “Old Timers” and those who cut their teeth on this type of flying: taking notes about canyon turns, snags at the ends of runways, slopes, bumps,

and dams at various strips. She flew with them learning from her own mistakes as well as theirs. Her niche was found.

In that niche, she founded McCall Mountain/Canyon Flying Seminars, LLC in 1996. For 16 years, as her vision and reputation grew, so did her company. She has been invited to appear on television in programs like “Outdoor



Eighties Mom

Idaho” and “Modern Marvels” and has been featured in magazines like “Plane and Pilot,” “AOPA Pilot,” and “Pilot Getaways.” My mom traveled to trade shows and spoke about airplane safety and operations in the backcountry. An Idaho aviation ambassador and a globe-trotting proponent of safety, she has traveled from Utah to Indonesia and everywhere in between, teaching canyon turns, Dutch rolls and safe operations on short, austere mountain airstrips. In 2005, she and her staff flew a combined 1600 dual hours with 114 pilots without a single incident: an impressive track record by any measure.

In 2010, the US Air Force signed a contract with McCall Mountain/Canyon Flying Seminars to train pilots in wilderness flight techniques. Idaho’s backcountry shares many of the same characteristics as those found in the mountains of Afghanistan. Beginning in

See MacNichol

Continued on page 11



MacNichol

Continued from page 10

July, the First Special Operations Squadron arrived, taking to the Idaho sky in an M28 Sky Truck. To this day, the presentation to Lori and her school of the unit's flag was one of her proudest moments as an aviator. She was bursting with pride.

As all pilots are, she was originally inspired by the tales of those who flew before her. She often talks about female Alaska bush pilot Poncho Barnes. "Her vivacious personality is irresistible," says Lori, "Every female aviator should pick up a copy of her biography; it's totally awe-inspiring." It is through Poncho Barnes' exploits and similar stories that give us the strength to believe that our ability to succeed in any environment is possible.

Lori admits it's not all fun and games all the time. With each new student and new airplane she is presented with an

array of new challenges. "It can be difficult meshing different personalities; everybody has a different comfort level," she says. "But my job is to take them just far enough outside that comfort level to deliver the best possible flight instruction I can. They deserve that much for being here." She admits it is difficult to find young, qualified instructors, and is fortunate to have a wonderful staff who continue to make her proud and inspire her.

Throughout her entire career Lori has never doubted aviation to be her calling in life. She has worked tirelessly in the effort to keep the wilderness open to airplanes; she has experienced a few close calls and lost good friends, but through the years her passion has never diminished. Not once. Not ever.



Lori at Mile Hi airstrip.

It radiates from her like the jet wash of a departing Boeing 777, seen and felt by anyone near her. Thanks to my mom and her instructors the backcountry skies are safer, and the fish fear for their lives.



Hungry Ridge Ranch

The BEST of Clearwater Country.
Unforgettable hunting, fishing, hiking, snowmobiling.

400 acres, surrounded by USFS • 10+ Acre parcels start at \$74,950
SELLER FINANCING AVAILABLE

Private 2246 ft. airstrip: (371D) 4599'N45.47 W115.56 2248x75 TURF CTAF 122.9
28 miles from Grangeville. Near S. Fork Clearwater River & Gospel Hump Wilderness.



World-Class Recreational Properties
www.BlackSwanDevelopment.com



For information contact:
MIKE CHAPMAN
208 634-9691
www.FlyingBrokers.com





Calendar of Events

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

ONGOING EVENTS

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

MARCH

- 7-8 **MSI & Moody Safety Seminar**, 6719 East Rutter Ave, Bldg 68, Spokane, WA, 99212, 509-535-4051 or allison.peening@moody.edu
- 9 **Moody IA Renewal**, 6719 East Rutter Ave, Bldg 68, Spokane, WA, 99212, 509-535-4051 or allison.peening@moody.edu
- 9 **Fly It Forward**, 10 am - 3:30 pm, Jackson Jet Center, Gowen Field, Boise. William Foote or Sharki Kontra, 208-344-5401 or www.ponderosaaero.org

APRIL

- 15 **Rudder Flutter Articles Due** for next issue. Laura Adams, 208-334-8775 or laura.adams@itd.idaho.gov
- 20 **Emmett Fly-in Breakfast**

MAY

- 1-5 **Spring Canyonlands Flyin' Safari**, www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com
- 4 **Art along the Runway Fly-in and Artisans Festival**, 270 O'Connor Rd, Lewiston. Live music, helicopter rides, local artisans, arts and crafts. \$5 donation - general admission is free.
- 4 **Weiser Fly-in Breakfast**
- 11 **Ontario Fly-in Breakfast**
- 17-18 **Idaho Aviation Expo**, Idaho Falls (IDA). In conjunction with the IAA Annual meeting, open to the public. Vendors, workshops, speakers displays. Free for IAA members or \$10 at the door. www.Aeromark.com, vendors contact Thomas Hoff, thomas@aeromark.com

JUNE

- 8 **Atlanta/Graham Work Party**, Jerry Terlisner 859-7959
- 11-14 **Basic 4-day Course**, www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com
- 13-16 **Super Cub Fly In**, Johnson Creek Airport (3U2) 100 aircraft/150 people. Dave Kirsten, 209-333-1100
- 16 **IAA Garden Valley Breakfast**

JUNE (continued)

- 18-21 **Basic 4-day Course**, www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com
- 22 **Cabin Creek Work Party**, Jerry Terlisner 859-7959
- 24-26 **ACE Academy** sponsored by Idaho Division of Aeronautics. Application coming soon. Tammy Schoen, 208-334-8776 or tammy.schoen@itd.idaho.gov
- 25-28 **Advanced Course**, Sulphur Creek (Returning participants only) www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com
- 28-30 **Backcountry Pilots Fly-in** at Johnson Creek

JULY

- 6 **Chamberlain Basin Work Party**, Doug Culley 861-6926
- 9-12 **Basic 4-day Course**, www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com
- 12-13 **Cessna 180/185 Club Fly-in** at Garden Valley
- 12-14 **Wilderness Within Reach**, Sulphur Creek
- 12-14 **QB of California Fly In**, Johnson Creek (3U2) 25 aircraft/35 people, Lonnie Autry, 408-835-9052
- 13 **Big Creek Work Party**, Dale Gust, 375-6759
- 15-19 **Middle Fork Lodge Backcountry Excursion**, www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com
- 19-20 **Garden Valley T-Craft Aero Club Event**
- 20 **Cold Meadows Work Party**
- 23-24 **Basic 2-day Intro/Refresher Course**, www.mountaintcanyonflying.com, Lori MacNichol or Rhonda Yost, 208-631-1344 or admin@mountaintcanyonflying.com

AUGUST

- 2-4 **National Cessna 180/185 Club Fly-in** at Johnson Creek

Worried? Aircraft late?

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



Radio Chatter

Boundary County

*News from Bonners Ferry
by Ashley Glaza*

The Boundary County Airport was recognized by the FAA in 2012 for its outstanding efforts toward airport and community improvements. In addition, our local Bonners Ferry EAA Chapter 757 also deserves recognition for hosting delicious Huckleberry Pancake Breakfasts throughout the summer months to raise money for Youth Flight Training Scholarships that are offered to local Boundary County residents. This year the club raised enough funds from the breakfasts to offer two youth flight scholarships. Their efforts inspired others to donate as well, and a total of four scholarships were offered, although only two applications were received. Trevor Schneider and Dalin Hubbard both received \$3,000 toward flight training in Bonners Ferry. Two additional scholarships of \$500 were awarded to last year's scholarship students, Nathan Negoj and Katherine Boger, to help them continue with their flight training.

Trevor has aviation in his blood. His mother, Darlene, and older brother and sister, Travis and Tanna are also pilots. Tanna received the EAA Youth Flight Scholarship award in 2009, and she is currently attending Air Traffic Control School in Anchorage, Alaska. Trevor is excited to start his journey and see where aviation takes him.

Dalin is an ambitious young man who grew up on a farm in Boundary County and is no stranger to hard work, good grades and sense of community. He was drawn to the crop dusters soaring up and down the valley, maneuvering for their next line. He always enjoyed the Free Flight Day put on by the EAA and is eager to obtain his pilot's license.

Katherine Boger, winner of one of the 2012 scholarships, made her first solo flight on Sept. 26, 2012. While continuing her flight training at Northern Air, she will be able to take advantage of the new FAA testing center as well as a brand new Redbird FMX full motion flight simulator. Excitement



Katherine Boger

about the acquisition of this one-of-a-kind simulator recently made local news in the Bonners Ferry Herald. Within Idaho, the next closest simulator like this is in Boise. It is really four planes in one with interchangeable panels that help pilots of all skill levels. Students



View of the Redbird FMX Flight Simulator from outside (above) and inside (below).



enjoy practicing the majority of their flight maneuvers, emergencies, and procedures in the warm, safe comfort of the simulator despite the winter weather. Once they are ready for the written exam, the new center will save them from driving the two hour trip to Spokane or Kalispell.

Bonners Ferry is a beautiful place to fly. If you've never been here, stop in sometime and see why we love it up here! Northern Air and the Boundary County Airport can be reached at 208-267-4359, visit us on the web at www.northernair.biz or find us on Facebook.

Lewiston

Art Along The Runway Saturday May 2013

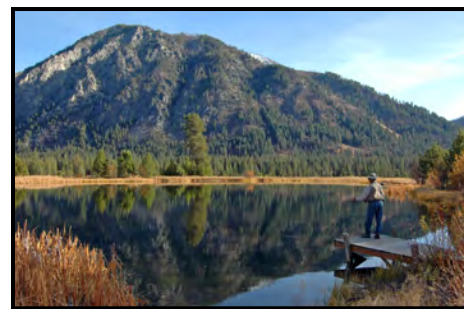
By Ron Sarbacher

Patty Betz, Coordinator for Octoberfest 2012, has created a new event for the EAA Chapter 328 in Lewiston, Idaho! "Art Along the Runway" will be a Fly-in Breakfast and Artisans Festival held May 4, 2013, at Lewiston Airport's EAA hangar (270 O'Connor Rd. in Lewiston, Idaho). There will be live music, helicopter rides, local artisans, arts & crafts, and a small business show and sales, not to mention a great breakfast with each \$5 donation. General admission is free, and we invite everyone to join us!

Atlanta: Greene Valley Ranch, Idaho

*Gorgeous Private Lodge Now Open
by Crista Worthly*

How many times have you flown to Atlanta, at the base of the Sawtooth Mountains, and wished you could land at that perfect, 3,400', and very *private* airstrip less than a mile to the east? Well, this year you can do just that. The owners of the spectacular 450-acre property will open their runway and 17,000-sq. ft. lodge to fly-in guests with reservations, beginning this spring. Greene Valley Ranch will surely be regarded among Idaho's most scenic fly-in retreats.



Greylock Mountain's sharp granite precipices rise abruptly 4,000 feet above the valley's ponds, streams, and pines. Relax in the lodge's Great Room with its soaring ceiling, heavy wood beams, towering rock fireplace, and floor-to-ceiling windows, 17 spacious king and

See Radio Chatter

Continued on page 14



Radio Chatter

Continued from page 13

queen rooms await visitors; gourmet meals are prepared in the professional kitchen. Outside, you'll find a full-size swimming pool of clean, clear, natural hot spring water, as well as a hot tub. Soak at night and crane your neck in awe of perhaps the brightest Milky Way you've ever seen. A one-hole golf course,



tennis and volleyball courts, horseshoes, archery, skeet shooting, and shuffleboard offer family fun. Fish the private lake without a license, fish the Middle Fork of the Boise River, which runs through the property, or use the lodge as a base for off-property hunting. Hiking is terrific in any direction: along the Middle Fork, up the valley, or up Greylock Mountain for jaw-dropping views. For more information visit www.greenevalleyretreat.com.



Idaho Falls

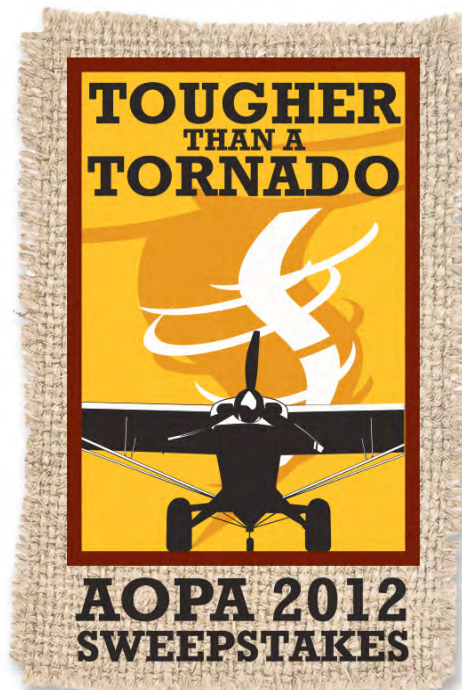
Idaho Aviation Expo 2013 by Thomas Hoff

The third Idaho Aviation Expo, formerly known as Trade Show Aviation Idaho, will be held on Friday and Saturday, May 17-18, 2013. Held in conjunction with the Idaho Aviation Association's Annual Meeting, the Expo is open for everyone interested in general aviation. The expo will have vendors, workshops, guest speakers and special events. Last year's show featured 37 vendors including new aircraft displays by Beechcraft, Cessna, Piper, Quest, and Aviat. Entrance to this year's expo will be \$10 at the door, or free for Idaho Aviation Association members. To get more information, please visit aeromark.com. Please direct vendor inquiries and questions to Thomas Hoff at thomas@aeromark.com.

Caldwell

"Tornado" Husky Finds a Home in Idaho, by Crista Worthy

As most pilots are aware, the AOPA gives away a Sweepstakes airplane each year at its AOPA Summit fly-in and convention. The Sweepstakes airplane is usually an older aircraft with sound airframe and engine, but badly in need of TLC. AOPA then spends a year refurbishing the aircraft before giving it away to a lucky member. The 2012 Sweepstakes airplane was a virtually brand-new aircraft. Officially known as the "Tougher Than a Tornado" Husky - it has become the most famous sweepstakes airplane ever. The AOPA, in partnership with the Recreational Aviation Foundation (RAF) and Aviat Aircraft, rescued N40WY after it was damaged in the freak tornado that blasted through Sun'nFun in 2011. After on-site repairs to make it airworthy, the Husky was flown from Florida to its birthplace at the Husky factory in Afton, Wyoming, for complete repairs. It spent much of 2012 flying across the U.S., gathering thousands of fans along the way. The airplane was won by an AOPA member in



Florida, and was put up for sale almost immediately. Brian Burnett, a pilot born and raised in Anchorage, Alaska, now residing in Boise, ID, seized the opportunity to acquire the famous plane. Burnett, along with friend and fellow Husky pilot Ross Parton, went to Florida and retrieved the Tornado Husky and flew it home to Caldwell, ID, where it will be based. With more backcountry airstrips than any other state in the lower 48, the Husky is finally, truly, at home. Look for it around the state this year. You can keep up with N40WY on the "Tornado Sightings" tab at www.tornadohusky.com.

Ontario

New Aeronautical 4-H Group by Amanda Vansickle

There is now an Aeronautical 4-H group in Ontario Oregon. I welcome and encourage kids from Idaho who are interested in aviation to join.. Contact Amanda Vansickle at: vansickleamanda@yahoo.com or 541-450-4075.

See Radio Chatter

Continued on page 18



IDAHO BUILT • IDAHO TRAINING

Kitfox Aircraft - all-American made, here since 1984

*We'll even throw in the gas
AND the flight training!**

- **Starting at \$95,995**
- **Turn-key, ready to fly**
- **100% factory-built**
- **Nosewheel to tailwheel convertability**

Take a demonstration flight (or continue your flight training) in a tailwheel Kitfox - see Stick & Rudder Aviation, based in Boise



Homedale Municipal Airport (S66)

www.kitfoxaircraft.com 208.337.5111

Build-in-your-garage kits start at \$19,985



Gowen Field - Boise (B01)

www.stick-rudder.com 208.477.1318

*Includes up to 7 hours of flight training to be used as needed for currency, endorsements, proficiency or insurance requirements.



COMPASS ROSE

Women of Grit



In 1974, at age 30, I began to fulfill my life-long dream and learned to fly. As early as the fifth grade, I had drafted a story about my plans for adulthood which included becoming a pilot, owning horses, and living in the mountains. Model airplanes hung from my bedroom ceiling so I could pretend to fly them.

I asked myself, "How could I learn to fly?" after discovering that it would require a pile of money to do this on my own. So after graduating from high school, naturally, I investigated flying options with the Air Force. To my dismay, the recruiter informed me that they would be happy to have me, but I would not be flying their jets. Until then, I had no idea my gender would be perceived as a liability by the military at that time, or others, for that matter.

Instead I turned my attention toward other interests: college, marriage, and children. Still, an obvious void remained, because I had not yet accomplished my number one goal of becoming a pilot. It was time to do something about it. On my 30th birthday, I enthusiastically made an announcement to my friends about finding an airport and learning to fly. They just chuckled, thinking that my wish was not realistic.

Three months later I got my private pilot's license and realized that I'd be able to make a living as a pilot if I had more ratings and certificates. Soon I obtained my commercial instrument rating and flight instructor certificate. Now I could earn a living and fly every day. Life was good; and it was about to get even better as I discovered the 99s

smugly reminded them that they were outfitted with parachutes.

The 99s are an exceptional group. Honestly, I had never been with a group of women who made me feel so welcome as a part of the group. It was not just aviation either, but the adventuresome spirit and zest for life that attracted me. I met Maybelle Fletcher and Mary Able who both owned and operated FBO's in the area. I met new pilots who were interested in advancing in aviation and met other pilots who had been flying for many years. At a section meeting, I was introduced to Edna Gardner White, a legendary flight instructor. These women were so inspirational to me, because I understood what they had gone through to enter the field of aviation. The descriptive that immediately comes to mind was "grit." The act of setting out to do something difficult and just sticking it out; this was a common denominator.

Hazel Jones, a Flight Service briefer from Dallas, especially cheered me on. She was a gem who did not care what people thought of her and certainly spoke her mind. I distinctly remember one section meeting when she expressed the utmost pride for the female airline pilots on the panel and forecasted that career for me. Three months later I was hired as the first woman pilot at Metro Airlines in Houston flying DHC6 Twin Otters. Ten years later I was flying 747s for United Airlines.

Right off the top of my head, I don't know how many female airline pilots there are now, but only 4% of United Airline's pilots were women when I was there. By 1960, there were 12,400 total female pilots, or 3.6 percent of the pilot population. Today there are more than 40,000 female pilots, and we make up 6 percent of the total pilots in America.

See Grit

Continued on page 17



Your Insurance Professionals
Since 1978

Regal Aviation Insurance

Dedicated to General Aviation and
Representing All Aviation Insurance Companies

800-275-7345
www.RegalAviation.com

5625 NE Elam Young Parkway, Suite 100
Hillsboro, Oregon 97124
PHONE 503-640-4686 | FAX 503-640-3071

and instantly bonded with these like-minded aviators in Houston, Texas. They were thrilled that I was an instructor and offered me a wealth of knowledge and encouragement, which I had never before experienced.

In contrast, the men at the airport where I had learned to fly thought it was quite a novelty to instruct a female student. And, in 1979, when I was hired by the Montana Forest Service as the first female pilot to fly their Twin Otters, some of the smokejumpers objected to a woman pilot. I



COMPASS ROSE

Get Ready for 2013 Fly It Forward!

By Jennifer Christiano, CFII
Pilot and Board Member
Ponderosa Aero Club

Get ready, get set, and mark your calendars for some spectacular flying fun and one of the best GA promo events of the year – Fly It Forward 2013!

Fly It Forward (FIF) is the brainchild of *Women of Aviation Worldwide*. A brilliant idea for attracting women and girls to aviation, FIF is celebrated globally by hundreds of individual pilots and flying clubs. At the heart of the celebration is the availability of free airplane rides to women and girls who have never before flown in a small aircraft. However, each pilot or club sponsoring an event has complete freedom to custom design their celebration in any way they see fit. Ponderosa Aero Club (PAC) has created an aviation fair to showcase the rides. PAC's debut into FIF last year was such a success that the Club will be joining the fun again in 2013.

This year's activities will be expanded to include more static display aircraft, more aviation booths, and more flights (75 seats will be available versus the 50 that were available last year). In addition, Idaho Aviation Hall of Famer Gene Nora Jessen will give an inspirational presentation and sign copies of her autobiography. For those



who care more about land side activities, the Airport Firefighters will drop by to demonstrate their water truck, and the tower controllers will be on hand to meet and greet. In other words, there will be something to enjoy for everybody interested in general aviation. All are welcome to attend regardless of whether they're eligible to fly or not.

FIF will be held on Saturday, March 9, from 10 A.M. – 3:30 P.M at Jackson Jet Center on Gowen Field, Boise. This year's theme, as set by *Women of Aviation Worldwide*, is "Women In Space." If your organization would like to participate by having a booth or making a donation to help defray costs, or if you wish to sign up for a seat, please contact William Foote or Sharki Kontra at www.ponderosaaero.org or (208) 344-5401. Or, you may contact Jennifer Christiano at (208) 860-6077. First reserved, first served! FIF is entirely free and provided as a community service outreach by PAC.



Flying Companion Seminar

By BJ Carter, 99s Vice Chair

The Idaho Chapter of the 99s will host their Flying Companion Seminar in the spring of 2013. The seminar is designed for the non-pilot spouse, friend, or business traveler who would like to learn more about flying and become a more comfortable, helpful passenger, especially in an emergency situation. Seminar topics include...

- Aerodynamics: how and why a plane flies
- Radio procedures: how to use the radios and emergency frequencies
- Navigation: how to read charts and help navigate
- Aviation Instruments: what those gauges can tell you
- Checklists: what are they for and how can the passenger help with them

This seminar will help your companion enjoy flying and assisting in the cockpit.

For information please email: bjcarter88@gmail.com or go to www.idaho99s.org

Grit

Continued from page 16

Nowadays, my best friends are all pilots. I met Gene Nora Jessen on the Boise ramp during a charter flight from Bozeman. My co-pilot Lynne and I were in the middle of trouble shooting a

heater malfunction in our Cessna 303 when a well-dressed woman approached us, introduced herself as a past president of the 99s, and offered to take us to lunch. That was a life changing event as we have become good friends and fly together whenever the opportunity arises, including the Air Race Classic.

The experience on the ramp is a classic example of how approachable the 99s are with each other: Instant friends willing to help fellow pilots with anything. Now as a retired airline pilot, I would encourage all women to join the 99s for the friendships and the encouragement from those of us who have been flying for years and still love it.



Radio Chatter

Continued from page 14

Payette

Payette Airport's Courtesy Car by David Koeppen

A surplused 1999 Chevrolet Lumina was repositioned from the Payette Police Department and donated to Payette's airport. The Friends of the Payette Airport recently donated the logo and paint scheme.

Spokane

Events at Moody Aviation Hangar, KSFF, by John Townsley

MSI & Moody Safety Seminar

When: Thursday & Friday,
March 7 & 8, 2013

Where: Moody Aviation Hangar -
6719 East Rutter Ave, Bldg 68,
Spokane, WA 99212

Contact: (509) 535-4051 or
allison.peening@moody.edu

There is no fee for participating in this event. Pilots and others interested in aviation are invited to the Mission Safety International (MSI) and Moody Aviation annual safety seminar. MSI is the "NTSB" of Christian missionary aviation safety. It works with nearly 50 missionary organizations around the world. Since Moody Aviation was established 65 years ago, it has trained more than half of the missionary pilots in the world. Every year the MSI/Moody safety event assembles a program of highly experienced pilots and leaders in aviation.

Pre-registration and seminar descriptions for the free FAA Wings seminars will be available online at www.faasafety.gov by Feb. 14, 2013. This two day event is a look at significant issues that affect flight safety. Speakers cover a range of topics. Previous annual events discussed VG diagrams, weather, post-crash survival, fight physiology, fatigue, decision making, pilot and mechanic error, personal security, emergency upset recovery, tire maintenance, and a host of other pertinent topics. No matter

how skilled or experienced, pilots will find these seminars extremely worthwhile.



MOODY AVIATION

Inspection Authorization (IA) Renewal Seminar (for mechanics)

When: Saturday, March 9, 2013

Where: Moody Aviation Hangar -
6719 East Rutter Ave, Bldg 68,
Spokane, WA 99212

Contact: (509) 535-4051 or
allison.peening@moody.edu

There is no fee for attending this IA renewal event. Participants who attend all of the seminars in this day-long event will earn a completion certificate needed for fulfillment of requirements to renew their IA. FAA Wings credit may also be available with some of the seminars and will be listed online at www.faasafety.gov by Feb. 14, 2013.

BILL WHITE INSURANCE

WE SUPPORT THE IDAHO AVIATION ASSOCIATION

FREE HAT!

With Your Quote Request
Use Promocode IDAHO

GIVE US A CHANCE TO SAVE YOU MONEY!
BWHITEINSURANCE.COM - 800.666.IFLY





FlyingBrokers.com

Real Estate Professionals McCall, Idaho

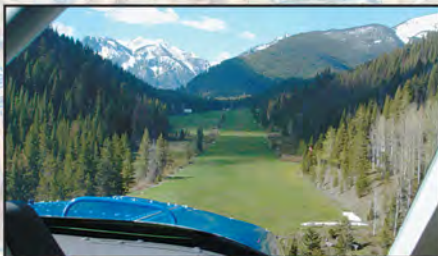
FLY-IN/RECREATIONAL/BACKCOUNTRY/HANGARS



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



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



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**

MCCALL CORPORATE HANGAR - 80'x80', 6400 SF w/18x70 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. Stained concrete floors. **\$675,000**

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

MCCALL RESIDENTIAL



STUNNING MCCALL CABIN - Efficiently sized & designed, cozy, low maintenance, fabulous views. 1,892 SF, 3 BR, 2.5 BA, oversized detached 2-car garage/shop. 1.3 acres in Payette River Sub. Private Payette River access out your front door. **\$299,900**

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



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

Specializing In Resort & Recreational Property

MCCALL, GATEWAY TO THE IDAHO BACKCOUNTRY



Idaho Division of Aeronautics
3483 Rickenbacker / PO Box 7129
Boise, ID 83707-1129



ADDRESS SERVICE REQUESTED

Name This Airfield Contest!

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



The photograph posted last issue was indeed Bradley Field. Congratulations to Herb Gehlken, Bruce Parker, Rex and Bev La Brie, Chester Bolstridge, Kevin Sublett, Greg Eagy, Scott Fuhrman, Tad Jones, Bill Scherer, Bob Wells, and last but not least, Frank Lester, for naming that airport. Herb, please call us to provide an address to mail your first place prize.

FYI: Bradley Field, built in 1946, was located approximately 1,500' south of the horse race track at the Western Idaho Fairgrounds in Garden City. It provided support to mining operations north of Boise and was privately owned and operated. In 1955, a total of 3,310 transient aircraft were serviced with 803 guests lodging at the "Skytel" hotel on the field, and 97,132 gallons of fuel was dispensed. It closed in 1973.

