



Warhawk Air Museum turns 25!

When John and Sue Paul moved to the Treasure Valley, they housed their Curtiss P-40s in Caldwell, and word about the rare WWII airplanes quickly spread. People stopped by the hangar to get a look for themselves and to meet the couple behind the planes. Soon, people started to leave WWII memorabilia outside the hangar and Sue began to make displays. It wasn't long before the idea for a non-profit museum started to take shape! The museum's grand opening was held in Caldwell in 1989.

Eventually, the museum outgrew the Caldwell location and the Paul's set their sights on relocating to Nampa. Luckily, the movie *Pearl Harbor* came along and this dream became a reality. The two P-40s were put to work and their earnings were used to build the original hangar at the Nampa airport.

Construction in Nampa got underway in the fall of 2000 and the new home for the Warhawk Air Museum started to take shape! The new facility would eventually include a maintenance hangar and 20,000 sq. ft. hangar that would house the museum. Once construction was complete, everything in Caldwell was packed up and moved to its new home. With everything in place in the new location, the new hangar seemed immense! "Everyone thought it would be ages before we ran out of room again." Little did anyone know...



Grand Opening in Caldwell, 1989

Sue always knew she wanted a special area dedicated to the Cold War, and over the years, as the new facility began to fill up, it became more and more evident that an addition was going to be needed. Once again, the Paul family, museum volunteers and staff, and generous donors all rallied together to make the dream a reality. In 2010 the Cold War wing held an opening ceremony that included Nampa mayor Tom Dale, Senator Jim Risch and the Nampa Police Department to present the flag.

Perhaps most synonymous with the Vietnam War, the arrival of the Bell UH-1C Huey was a huge coup for the museum. It arrived at the museum unrestored, and word got around that they had a Huey with the tail number

N069. A group of men who recognized the tail number as their Huey from Vietnam, came by the museum to have a look. Turns out it was their exact Huey and they were part of the last crew to fly it in Vietnam! The Huey was restored in their markings and unveiled at the museum. A Missing Man Tribute was given to honor the members of their crew who didn't make it home.

No aviation museum can properly tell the story of the Cold War without including jets. The first to arrive at the museum was the F-86 Sabre, which was considered one of the most

See Warhawk

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From the Administrator:



My Most Important Meeting

Business executives often quip that Americans spend too much of their time

making ends meet and making meetings end. While that may be the case, my semi-annual meeting with the Idaho Airstrip Network (IAN) proves to be the one meeting worth its weight in gold.

The IAN was founded in 2004 by a number of Idaho aviation stakeholders who all have a vested interest in the Idaho backcountry airports open to public use. The IAN is a part of the Idaho Transportation Department's 30-year planning effort to identify the future needs for all forms of transportation within the state.

The IAN is made up of the Idaho Division of Aeronautics, U.S. Forest Service, Idaho Fish and Game, Bureau of Land Management, Idaho Outfitters and Guides, Recreational Aviation Foundation, Idaho Aviation Association, and backcountry charter operators. Most of these members signed and adhere to a memorandum of understanding from 2008 to implement the IAN action plan. The IAN Coordinator, Larry Taylor, works

toward the plan by organizing the semi-annual meetings.

IAN members help classify Idaho backcountry airstrips according to the level of maintenance required, specific characteristics, recreational opportunities and amenities available. The IAN has developed a one-page maintenance feedback checklist that airstrip owners and pilots can use to keep track of an airstrip's condition and needed maintenance.

The benefits of the IAN's contributions are quite obvious. On the IAA website, a pilot can obtain specific information concerning each airstrip. Also noteworthy are the economic benefits to the local communities that sell fuel, food, lodging and many other products and services to visiting pilots. Everyone benefits from Idaho having a well-maintained network of airstrips that attracts visitors from around the world for fishing, hunting, camping, hiking and whitewater rafting.

Beyond the obvious benefits, I always feel that the greatest outcome of our IAN meetings is simply the increased level of communication between the many individuals and organization who participate in Idaho's backcountry airstrips. My mentor Ed Stimpson was fond of saying, "Nothing gets accomplished until people start talking." At IAN the key players talk.

Sometimes we argue, sometimes we disagree 100-percent, and sometimes we go away frustrated. But hey, no one said managing Idaho's backcountry airstrips in the best way possible for the benefit of the majority was going to be easy.

The IAN remains our optimal vehicle to bring the right people together to discuss the viability, accessibility, and benefits of Idaho backcountry airstrips. I think I speak for all our IAN members: Although our opinions may differ, we always welcome each other and look forward to the synergy we build in making Idaho backcountry aviation the absolute best it can be.

Tailwinds-

Mike Pape

ITD Aeronautics Administrator

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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: Tammy Schoen

Email: tammy.schoen@itd.idaho.gov

Assistant Editor: Steve Grant

Graphic Design: Pauline Davis

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Radio Chatter

By: Tammy Schoen, Editor

Johnson Creek

If you plan to fly into Johnson Creek, please review the newly written recommended procedures that can be found at www.itd.idaho.gov/aero then click Publications and then Johnson Creek. It is also available in the Idaho Airports App under Johnson Creek. We are currently working on recommended procedure guides for Garden Valley, Big Creek, Cavanaugh Bay and Smiley Creek. If you have questions or comments, contact Aeronautics at 208-334-8775.

Boise Closures

Beginning the middle of May there will be phased construction projects happening at the Boise Airport for up to four months. Be sure to check NOTAMs before flying in and out of BOI.

Did You Do Something Cool?

We would love to start publishing stories of first solos, new ratings/certificates, captain upgrades, retirement flights, competition/race victories, special awards or any other milestones in a pilot's life. It can be a full-fledged article or just keep it short and sweet with your name, where you live and what your achievement was. You can also submit information for others if you like. Send an appropriate photo and we'll start highlighting the accomplishments of our flying community! Send to tammy.schoen@itd.idaho.gov.

Worried? Aircraft late?

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

Nonstop to L.A.

Delta Airlines is adding a new nonstop flight between Boise and Los Angeles starting in June. The flight departs Boise at 6:15 am daily and departs L.A. at 7:30 pm back to Boise, arriving at 10:35pm. This flight to LAX aboard Delta Air Lines follows other recent announcements of increased air service to the Boise region including, seasonal daily Southwest service to Chicago Midway and daily Alaska service to Salt Lake City, boosting the Treasure Valley's available air service seat numbers during the busy summer months.

Letter to Airmen

As of February 18, 2014, the FAA added Letter to Airmen (LTA) to the NOTAM website. You can now access and view LTAs for any airport in the country. This great feature will help ensure you have up-to-date information wherever your travels take you. Visit <http://notams.aim.faa.gov/notamSearch/> to view information on an airport near you!

Big Sky Approach

We at Boise Air Traffic Control Tower | Big Sky Approach continually strive to provide safe and efficient service to our users. To better help us gauge

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laura.adams@itd.idaho.gov

how we are doing, we have created an online survey. Go to: <http://www.boiatc.com/> and click on "Pilot Survey."

Thank you in advance for your time and input - whether good or bad. Your feedback will help us reach the level of safety, efficiency and quality service for which we constantly strive.

New Pilot

We had a great day in Kamiah today. Jeff Crosby of Kooskia, sales manager for Pest Free Inc., flew his first solo flight in the new Cherokee. Jeff's older brother Josh and his partner Tim got their licenses last year and Jeff needs to be able to fly as they expand their business. If you would like to send congrats to Jeff his email is rsm@bpestfree.com



New Pilot Jeff Crosby



P. L. B.



**By Dan Etter,
ITD Division
of Aeronautics**

As a pilot, you have been encouraged to know and use back-up systems

whenever possible. Yes, we've all heard it, but the reality is, Personal Locator Beacons (PLBs) and Emergency Tracking Devices can save your life!

This spring, you might fly your airplane to various remote destinations throughout Idaho. During the flight you may cover enough terrain to see snowcapped peaks, high desert plateaus, rolling green farm fields and national forests that seem to never end. Your airplane has the ability to take you places that other aviation enthusiasts can only imagine.

Some of these remote locations are far, far and away from the hustle and bustle of civilization. Many are not accessible by road. In fact, there are some airstrips only accessible by aircraft with no roads within 50

miles. We like that, that is why we love flying in Idaho, but are you properly prepared in the event of a forced landing or crash in one of these remote destinations? Ask yourself, "Do I have the proper gear, such as a survival kit, survival vest, a 406 ELT or PLB?"

If your plane is still equipped with a dated 121.5 ELT, then you are part of the majority of aviators in Idaho. Idaho ranks sixth in the number of registered aircraft, and roughly 85 percent of our registered aircraft are still equipped with a 121.5 ELT. The other 15 percent have upgraded to the 406 ELT. Don't forget, satellites no longer monitor the distress signals emitted from a 121.5 ELT, so relying on it can delay an aerial search by hours, even days.

Handheld PLBs have been approved for public use. These PLBs operate on a frequency of 406 MHz, the same produced by the aircraft-mounted 406 ELTs. Within minutes of being activated, a distress signal is transmitted to the Air Force Rescue Coordination Center (AFRCC) via a network of COSPAS-SARSAT satellites. This signal tells them who you are and they notify rescue teams immediately. The newer PLBs operate the same as an aircraft-mounted 406 ELT with an internal GPS interface. Upon activation, the GPS interface will provide the network of satellites with a

FAR 91.207

Regardless, FAR 91.207 states that except as provided in paragraph (e) and (f), no person may operate a U.S. registered civil airplane unless there is attached an approved personal type or an approved automatic type emergency locator transmitter that is in operable condition. *(For details turn to page 188 of your 2014 FAR AIM).*

Lat/Long within 100 meters of your exact location. The older versions of PLBs, as with the older aircraft 406 ELTs, provide two distress signals: One 406 MHz signal to guide rescuers to within a couple of miles of your exact location, while a 121.5 MHz signal is emitted and used by search and rescue teams to home in on your location. The Division of Aeronautics and the Idaho Civil Air Patrol (CAP) have airplanes equipped to home in on that 121.5 ELT signal.

Many of the newer PLBs feature a built-in LED light and siren to help steer ground teams to your location. Newer PLBs are small enough to carry in your shirt pocket; however, I recommend that you securely fasten it to your survival vest. Today you can purchase a PLB for under \$300.

Our three aircraft are equipped with 406 ELTs. However, as an additional safety precaution, we carry a PLB called the ACR ResQLink. This basic PLB has all the features needed, including 66-channel GPS interface, LED strobe and a 30-hour battery. Another advantage of this PLB is that the service does not require a subscription fee. Other comparable satellite locators not only require a subscription fee, but must be in line of reception with the commercial provider's satellites in order for these units to function as advertised. Regardless of whether you choose to upgrade to the 406 ELT, please make sure to use a PLB as a good backup.

Consider purchasing a 406 ELT, PLB or SPOT to enable the search process to begin within minutes.

Idaho tree trivia:

Idaho contains 10 national forests made up of Ponderosa Pine or Western Yellow Pine, Douglas Fir, Red Cedar and Western White Pine (Idaho has the largest stand of white pine left in the United States). The largest living tree in Idaho is a Red Cedar that grows in Land Board State Park near Elk River. It is 16 feet through the trunk, and more than 150 feet tall. It is believed to be between two to three thousand years old, almost as old as the California Redwoods.

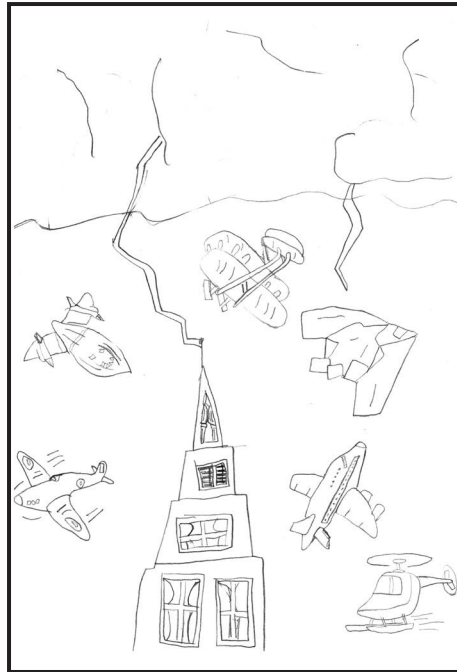


2014 Aviation Art Contest Winners

**By Tammy Schoen,
ITD Division of Aeronautics**

In November, 2013, the Division of Aeronautics asked students from grades K-12 to share their love of aviation by submitting their own artwork to be judged and awarded prizes. First, second and third place was selected from categories K-4th grade, 5-8th grade and 9-12th grade. We received many great pieces of artwork and the decision was difficult for the judges.

First place in the K-4th grade category went to Sierra Lafrenz from the Rose Hill Montessori School. Her piece was entitled “The Plane Storm” and she said about her art, “A variety of different planes are flying in this lightning storm. They were each made for flying, but can their wings stand the test of time and weather?”



“The Plane Storm” by Sierra Lafrenz

First place in the 5-8th grade category went to Gage Thornton from the Idaho Arts Charter School. His piece was entitled “The Battle of Midway” and when asked to tell us what his art was about, Gage said, “The Battle of Midway was during WWII. Midway is an island in the Pacific Ocean that was the USA’s territory, Japan wanted Midway as their territory, so they were fighting for it. The USA learned that there

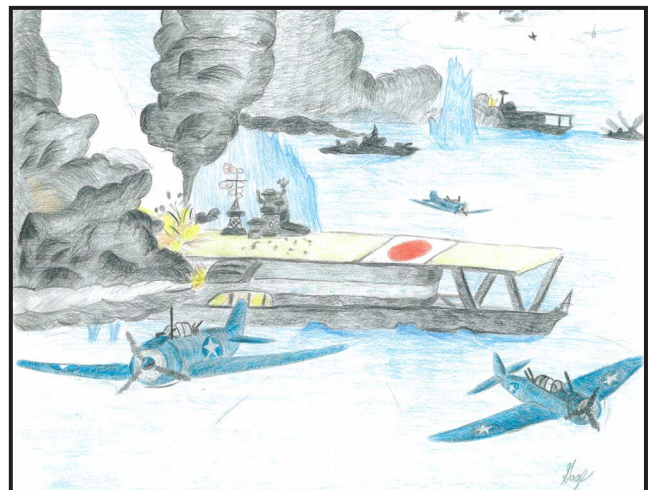
was going to be a secret attack on Midway by the Japanese. The USA then sent out three aircraft carriers, holding Douglas SBD Dauntless’ to intercept the Japanese, and the battle began. Even though the odds for the USA weren’t great, the U.S. won by sinking four major Japanese Carriers. The US carrier Yorktown had been sunk, the Battle of Midway turned the odds of winning the War in the Pacific in the U.S.’s favor.”

All of the first, second and third place art was displayed for the week of April 14-18 at the Capital building and the following week at the Division of Aeronautics. On April 15, both students were presented a t-shirt designed just for them with their artwork on it in a ceremony at the Division of Aeronautics. In addition, they each received a goody bag of aviation items, were treated to lunch at Moon’s Café in downtown Boise, took a guided tour of the Capital building, and were personally presented an award and certificate of achievement from Governor Otter. Second and third place winners received an award and certificate signed by Governor Otter that was mailed to them.

Our congratulations go out to all the winners. If you know a child who loves to draw and has an interest in aviation, be sure they watch our website calendar of events for information on the 2014 Art Contest. Go to www.itd.idaho.gov/aero or contact Dan Etter: dan.etter@itd.idaho.gov or 208-334-8775.



Sierra Lafrenz and Gage Thornton



“The Battle of Midway” by Gage Thornton



Cockpit Conversation

Vocalize Your Flying



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

I recently read a Crew Resource Management article which promoted the vocalization of observations, intentions and deviations during the heavy work load periods of a flight. While this article was geared toward pilots that fly as crews, I began to think about how that idea could be implemented in the single-pilot environment. As I thought more on the subject, I remembered some of the USAF Thunderbirds airshow videos that I have seen, which involve such a practice. Here is a good one: <https://www.youtube.com/watch?v=6XXFALvScGQ>.

In this video, as you watch each precision maneuver, you can listen to the lead pilot vocalize each maneuver out loud. He varies the pitch and cadence in his voice, and even sings as he guides, corrects, and coaches his team. I was especially impressed that, in what appeared to be a flawless performance, the lead pilot can be heard talking his team through minor deviations to bring them back into precision and harmony.

This all led me to think that if even the best aviators in the world use vocalization to identify and correct their mistakes, then I wanted to give it a try. During my last few flights, while flying the division's C-206, I talked my way through a few approaches to land. It went something like this: "A little low and fast, pull up just a liiiiitle. Back on gliiide, reestablish pitch. Left of centerline, smaaall right

turn. On centerline, back left a little. Five knots fast, reduce the poweeerrr. OK, on speed, add back some power. Crossing threshold, ready to flaaaarrrr. Flare, pull poweeer, don't floooaat, aaannnd touchdown."

I also flew a few approach and landings without vocalization. What I noticed was that, while all my approaches and landings had deviations, the ones in which I vocalized my flying, the deviations were smaller and corrected quicker.

I must admit, flying and talking to myself felt a bit silly. I don't think I'll be doing this when flying state officials in our state charter operation. However, I can especially see the benefit of this technique during elevated stress situations, such as landing on an airstrip in a canyon. I am sure there is some human factors psycho-babble that explains why it is effective. All I know is that it worked for me. So give it a try. I think you will be surprised at the outcome.

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Backcountry Etiquette & Safety

Choose the Right Airstrip; Don't Ruin it for Other Folks

By Crista V. Worthy

Every situation has an etiquette, a set of rules to live by so people can get along and avoid conflict. Codes of conduct in a church are different than in a noisy bar. Aviation has codes too. Using proper radio terminology speeds information transfer and reduces misunderstandings. The thoughtful co-pilot knows it's both rude and unsafe to interrupt or distract the PIC during preflight, takeoff, and landing, unless the PIC asks for help. Backcountry flying has its own etiquette and takes special skills, but *the hallmarks of a great backcountry pilot are safety in operations and courtesy to others.* Idaho offers a dazzling array of backcountry airstrips, even some in Wilderness Areas, where people can experience the sights and sounds of Nature in relative solitude. Other locations offer services and space for large fly-ins. Our good fortune is that there's something for everybody.

Common sense and FAR 91.103 dictate that you have a particular

destination in mind before setting off. The FAA says, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight." In choosing a backcountry airstrip, your selection should be commensurate with your skills and the aircraft's performance envelope. Some airstrips, like Garden Valley, are less challenging: several thousand feet long, flat, open approaches, lower elevation. Other airstrips are more difficult, with challenges such as short runways, narrow canyon locations, rough surfaces, high altitude, etc. Fortunately, a variety of resources are available to help you choose an appropriate airstrip destination, both in terms of your capabilities, and your plans after landing. Galen Hanselman's *Fly Idaho!* book presents photos and data on runway and approach conditions at 71 Idaho airstrips, so you can make informed decisions. Similar books are available for Montana, Utah, and Baja California, www.FlyIdaho.com. For the most current information, you can call the land manager (Forest Service, BLM, etc). The Idaho Airstrip Network (IAN) has a system of PIREPS, often with photos, that show

with the Idaho Division of Aeronautics, the IAN has developed a classification system which helps pilots understand each airstrip's surroundings, services, remoteness, and maintenance levels. In terms of usage and development, from highest to lowest, these classifications are "Community," "Developed," "Primitive," "Wild," and "Hazardous." Click on a strip and you'll see its classification and description. Another tool handy for flight planning is the special Aeronautical Chart of the entire state showing all airstrips and reporting points, available for \$10 in the IAA's online store, www.IdahoAviationAssociation.com, or call the Division of Aeronautics at (208) 334-8775.

In choosing your destination, you should also consider this: Is your destination appropriate for the kinds of activities you have in mind? Are you flying in to stay overnight, perhaps for a little hiking or fishing? Or are you flying with a group of other aircraft, for a fun social event? Certain airstrips, all within designated Wilderness, are not appropriate for group fly-ins. Think about it: when you go out with your friends to have a good time, would you go to a library? No, you'd go to a bar, restaurant, nightclub, or private home. Loud behavior (and planes *are* loud) can be A-OK in one place and not another. If you want to land at a challenging, remote, river airstrip with a group of aircraft, don't drop in on Wilson Bar—save that strip for those who seek solitude. Instead, call first, and you may be able to bring your group to the Flying B, a challenging airstrip on the Middle Fork, but on private land. When you land at a Wilderness airstrip, think of using that airstrip like a trailhead for

MONITOR GUARD FREQUENCY 121.5!

If you hear a distress signal or radio call:
Note your altitude, location and time

and

PASS IT ON ... IMMEDIATELY!!

- ATC or FSS
- FSS: 800-WXBRIEF (800-992-7433)
- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff

recent conditions at many Idaho airstrips. Go to the Idaho Aviation Association (IAA) website and click on "Idaho Airstrips." Then you can look at photos of a particular airstrip and read condition reports. After your trip, you can contribute your own PIREP and upload your photos. Together

See Etiquette

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Keep your colon from punctuating your life

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



Colon cancer is the AVIS of cancer killers. It is the second leading cause of cancer death in both men and woman (after lung and breast cancers). The sad fact is that there is no reason for this. Modern medical testing provides safe and effective screening to find and cure most colon cancer in its earliest stage, before it becomes invasive and life threatening.

Ronald Reagan's colon cancer was found through routine screening in 1984. Subsequent screening tests found cancer again in 1985 and 1987. All were discovered early enough to allow cure by surgical removal. He did not die of colon cancer and lived long enough to win the cold war. Imagine how different the world might be if he had spent his last years in office fighting metastatic cancer.

You cannot be assured that just because you have no family history of colon cancer you won't get it. 80-90% of colon cancer occurs in people who have no risk factors for the disease. More than 95% of the time, it begins as a slowly progressing change in a polyp (a finger like growth) on the internal wall of the large intestine. If found early, it is a simple, outpatient procedure to remove the polyp, which cures the localized disease. Once the cancer spreads into the wall of the intestine, a much bigger surgery is needed to remove a section of the colon. If the cancer spreads into the abdomen or

metastasized to distant parts of the body, radiation and chemotherapy may be required, and there is no guarantee that a cure will result.

What Can I Do to Prevent Colon Cancer?

You can't change your genes, but you can watch your weight, exercise regularly, not use tobacco, drink alcohol moderately, eat a low-fat, high-fiber diet and keep your blood sugar well controlled if you have any tendency towards diabetes. Taking an aspirin once a day has long been recommended to help prevent heart attacks. It may help prevent colon cancer, as well. Antioxidant vitamins (A, C, E), folic acid and Vitamin D; dietary supplements like calcium and selenium; and some hormones have been studied for possible benefit. However, to date, studies have been inconclusive. The most effective prevention tool is to begin regular screening at age 50 until at least age 75, and maybe until age 85.

The currently recommended screening tools are: colonoscopy (a fiber optic tube inserted in the rectum and passed while the patient is sedated- all the way up the colon); collection of a small stool sample to check chemically for the presence of blood; and barium enema (an x-ray of the inside of the colon using contrast).

Newer, promising, although unproven, screening tools are CT scanning of the colon and DNA testing of a stool sample. Blood testing for DNA is being developed, but is not beyond the research stage yet. Of course, only colonoscopy allows both diagnosis and excision of any tumors that might be found in a single procedure. A colonoscopy is still needed if any of the other types of screening tests are positive.

Screening is recommended by colonoscopy every 10 years or by CT scan every 5 years. For those with a higher risk, it is recommended to start at age 40 and repeat every 3-6 years. Start younger and screen more frequently the higher the risk. If found early, the chances of living another 5 years are more than 90%. Once the cancer has spread beyond the local wall of the colon, survival falls to less than 50% and if it has metastasized beyond the abdomen, to less than 11%.

It is sad that, in spite of the availability of good screening tools, 63% of colon cancer patients wait until their cancers have spread before seeing a doctor.

How Does Colon Cancer Affect My Flying?

For airmen seeking medical certification of any class, the diagnosis of cancer requires deferral and a special issuance from Oklahoma City. The concerns of the FAA are the possibility of blood loss through the colon from a bleeding cancer. This can cause anemia with increased susceptibility to hypoxia at altitude and the metastatic spread of the cancer. Colon cancer does not typically spread to the brain. More commonly it goes to the liver, lung or bone. Some chemotherapy drugs can affect cognition and the FAA may require neuropsychological testing to evaluate mental acuity and critical decision making skills.

If the colon cancer is caught early, before it spreads beyond the colon

See Medical Matters

Continued on page 9



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Medical Matters

Continued from page 8

wall, the news is good and the FAA will consider a special issuance as soon as the pilot is released for routine activity by their treating physician. If it has spread locally, then the pilot will have to wait at least 1 year after completing treatment. For metastasized colon cancer, the FAA requires a wait of at least 3 years after completing all treatment

Also, colon cancer is one of the diagnoses that the FAA allows the AME to assist in special issuance for medical certification after the initial special issuance from OKC. Your friendly, local AME only needs to update the status of the cancer,

document that there has been no progression of the disease and no new treatments have been started. The FAA also requires a blood test, CEA (carcino- embryonic antigen, a blood protein that has been associated with progression of colon cancer), within the preceding 90 days. If the CEA has not increased and the other criteria are met, the AME can pass the documentation along to the FAA, renew the special issuance, and give the pilot a medical certificate.

As pilots, we all understand the importance of regular inspections in the

maintenance of our aircraft. Why would it be any different for the maintenance of the most important component in our plane, ourselves?

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The Color of Aviation: *Dean Wilson*

By Frank Lester,
Retired and Loving It

It always amazes me how the best in any profession are seldom described by their own words. Those whose passion provides us with the means to pursue our own dreams often are the silent voices that guide us in that pursuit.

I attended the recent inductions of Bill Dorris and Dean Wilson into the Idaho Aviation Hall of Fame. I had the pleasure of writing an article about Bill back in 2010. I have always wanted to write one about Dean but retired before I could complete it. I now have that opportunity and hope these words are a just credit to Dean's accomplishments.

If you aren't already aware of his accomplishments in the area of aircraft design, you aren't alone. Dean seldom talks about them unless asked. He, and many local volunteers, built a replica of the Herring-Curtis Pusher Model D for the Idaho Centennial of Flight in 2010 from a copy of the original plans. Everyone who worked on the project without exception said it was his genius and talent that ultimately led to the success of the project. When I asked to interview him about the project, his answer was a terse, "Why me?" Dean was inducted into the EAA Homebuilders Hall of Fame in October 2010. The Lewiston Tribune wrote an article the September before his pending induction and asked him why he was being inducted. His answer: "I don't know."

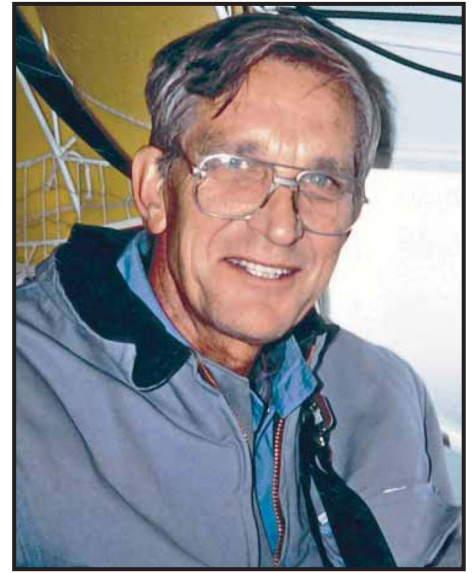
Dean isn't driven by notoriety, he is driven by passion—a passion to create. Dean is an artist. He has always had an insatiable appetite for knowledge and enjoys putting that knowledge to work. His mantra: simplicity, efficiency and safety. Many of the aircraft he has designed are still

being flown and built today. Many of his designs have been copied innumerable times and his impact on the kit aircraft industry alone is immeasurable.

The lead in Kitplane's Designer Spotlight in October 2006 said it best, "For the patriarch of the two-place, folding-wing light aircraft concept, design is a way of life." Dean is probably best known for his Avid Flyer. According to the Kitplane article, "it revolutionized the kit business in the '80s and '90s. The Avid Flyer was not the first to provide a modern kit, but you could argue it was among the most influential."

The Flyer's hallmark was its folding wings and ease of handling. "Two guys could put it together in 5 minutes," Dean is quoted in the article. Add to that a lightweight airframe, short takeoff capability, excellent climb and fuel efficiency, and you quickly had a large following. Dean built a business around his creation. But he will be the first to admit he was more interested in the engineering than the marketing. That proved to be his undoing and he later sold the business when competition from copies of his own design became insurmountable. "...it's the case of the engineer vs. the marketer. Homebuilt history offers a number of examples of business-savvy companies winning the longevity battle against companies backed by great engineering," the Kitplanes article pointed out. Dean saw the handwriting on the wall.

Jim Metzger, Avid Aircraft General Manager after Dean left, described the Flyer as a "Light, easy-to-fly airplane that could use the new two-stroke engines, but that was safe to fly." About Dean, he said, "His designs always could do things other airplanes could not do." Dean was a stickler for ensuring each kit had the



Dean Wilson

correct and right number of parts. "His quality control was well above the industry norm...Dean was the first one...to supply a kit that everyone could finish."

One of Dean's designs was the Eagle, a spray plane based on a glider. It had longer wings, could turn quicker and fly slower. He had designed an efficient plane that allowed ag pilots to complete a spray job quicker, cutting costs. Before the company went broke, he had built between 95 and 100 aircraft.

He designed the three-place Avid Amphibian, the Avid Magnum, the Global Explorer—a twin-engine flying motor home large enough to hold an Avid Flyer with its wings folded, the single engine Private Explorer, and the Ellipse with its elliptical-shaped wings, tips, rudder and elevator. Throughout, he never deviated from his mantra: simplicity, efficiency and safety. In between these many design projects, he also re-engineered and restored many more aircraft, including a Grand Champion 1916 Avro 504K.

But his design work wasn't only in aircraft. In the 1980s, he designed an Indy race car. He recently completed

See Wilson

Continued on page 11





Ready for shipping to Hawaii for filming.



New Cold War Wing opened in 2010.

Wilson

Continued from page 10

a scale model of the Clipper ship, Flying Cloud, which held the record from New York around Cape Horn to San Francisco for over 135 years. He integrated the sails and controls so only one person was required sail it, instead of an entire crew. If you look around the confluence of the Snake and the Clearwater some morning, you might glimpse him sailing his craft. If you get real close, you just might see the smile on his face.

Yes—Dean is an artist. His passion knows no bounds. It is ageless. Wherever there is a challenge, you can bet he will be there to meet it.

It was truly a pleasure to attend Dean's and Bill's inductions. I can't think of two people who are more deserving of this honor. They embody the spirit, the dedication, and the passion of Idaho's finest aviation pioneers. They've set our course and handed us the controls. It is now our duty to carry on their vision.

Warhawk

Continued from page 1

important fighter aircraft used in Korea. It was also America's first swept wing fighter, very similar to the MiGs being manufactured by the Soviets. Next for the museum was the MiG-17, famous for its great maneuverability, it was the tightest turning fighter in the world until the F-16 came along. 2012 saw the arrival of the MiG-21 and 2013 brought the F-104A Starfighter. These Cold War rivals have helped immensely in allowing the museum to set the stage for telling the story of the jet-era and highlighting the technological changes in aviation since World War II.

New displays are added all the time. This display, Cabinet 155, highlights the career of Ulie Jeffers, which spanned 30 years from 1941 to 1971. In 1943 he was with the 90th fighter group the "Burma Banshees." He flew 15 different planes in his career and was awarded the Fighters Weapons Meet trophy in 1958. He served during the Korean and Vietnam conflicts.



Cabinet 155

See Warhawk

Continued on page 18



Calendar of Events

ONGOING EVENTS

BOI CLOSURES: Beginning the middle of May there will be phased construction projects happening at the Boise Airport for up to four months. Be sure to check NOTAMs before flying in and out of BOI.

First Tuesday of every month: 10 am - Warhawk Air Museum hosts WWII conversation and friendship. All veterans welcome, 208-465-6446

MAY

16-17 **Idaho Aviation Expo**, Idaho Falls (IDA), Booths, seminars, IAA General Member's meeting & luncheon. \$10 at the door for both days. Thomas Hoff, 208-524-1202, thomas@aeromark.com or www.aeromark.com

24 **Warren (3UI) pancake feed and F.O.D. walk**, IAA, Jerry Terlisner, 208-859-7959

31 **Carey (OU7) "Carey-er Landings"** - Phil Olsen, 208-309-2181

JUNE

1 **Reed Ranch Airport opens**. Gary McElheney, 208-334-8893

14 **10th Annual Fly-in** - Lewistown, MT, 7 a.m. to noon. Pancake breakfast, airplane display. Held in conjunction with Central Montana Flywheelers Exhibition. Jerry Moline, 406-350-3264

14 **Airport Appreciation Day**, Jerome County Airport (JER). Airplane rides for anyone who purchases a t-shirt for \$20 and many other activities. Linda Underwood, 208-324-9980

14-16 **Dad's Day Breakfast Fly-in**, Garden Valley (U88), IAA. 30 aircraft/60 people, Jerry Terlisner, 208-859-7959

15 **35th Annual Father's Day Fly-in Breakfast**, Smiley Creek (U87). Spot landing on approach (7-10 am), trophies & awarded at 10:30 am. Tickets available at airport.

16-18 **ACE Academy** (Aviation Career Exploration), Boise. Introduces students 14-18 to aviation & space related careers. Tours, speakers & flight in a small, general aviation aircraft. Applications due May 9! Tammy Schoen, tammy.schoen@itd.idaho.gov or 208-334-8776

19-22 **Super Cub Fly-in**, Johnson Creek (3U2), 100 aircraft/150 people, Dave Kirsten, 209-333-1100

20-22 **Air Magic Valley**, Twin Falls (TWF). www.airmagicvalley.org

21 **2nd Annual Food, Forum & Flight Safety Program**, Cascade (U70).

21 **EAA Fly-in Breakfast**, Blackfoot (U02). Flight rally, dinner, paul@cityofblackfoot.org or 208-785-8600

28 **Cayuse Creek (21D7)** work party, IAA, Johnny Stewart, 208-476-4647

24-26 **Wilderness Within Reach**, helping the physically & economically challenged enjoy the wilderness. Sulphur Creek airport. Room for 14 program and staff. Joe Corlett, 208-890-1819

JUNE (continued)

26-29 **7th Annual Smiley Creek (U87)** Glastar/Sportsman Fly-in, Dave Hulse, 646dg@sbcglobal.net

27-29 **Backcountry.org Fly-in**, Garden Valley (U88). 60 aircraft/120 people, Byron Painter, 916-622-2593

JULY

5 **Cabin Creek (108)** work party, IAA, Jerry Terlisner, 208-859-7959

11-13 **QB's of California Fly-in**, Johnson Creek (3U2), 25 aircraft/35 people, Lonnie Autry, 408-835-9052

11-13 **180/185 Club Fly-in**, Garden Valley (U88). 40 aircraft/70 people, Jim Davies, 208-859-5537

12-13 **3rd Annual Warbird Weekend**, Idaho County Airport (GIC).

19 **St. Maries (S72) Annual Fly-in Breakfast**, 8-11 a.m. \$8 suggested donation for breakfast. Displays, educational videos, car show, dance, & "Summer Sucks" snowmobile grass drags. Tina-Marie Schultz, 208-773-8522, tinamarieschultz@roadrunner.com or Carol Koelble, 208-245-2914, asiauctions@earthlink.net

19 **EAA Fly-in Breakfast**, Blackfoot (U02). Ice cream social, night at the movies, 6:00 PM, paul@cityofblackfoot.org or 208-785-8600

AUGUST

9 **Airplanes and Vintage Cars Fly-in**, Drive-in, Rigby (U56). Pancake Breakfast. 8-10 a.m., lunch all day. Dennis Adams, 208-521-7912 or John Anderson, 208-589-7210, jonmar@cableone.net

14 **VJ Day**: On August 14, 1945, Japan surrendered ending World War II. Warhawk Air Museum, 208-465-6446. See website for event information.

19-23 **Women's World Balloon Championship** in the skies over Ada and Canyon counties. 25 teams will compete in the initial event this year. Scott Spencer, tigerpilot@earthlink.net or go to www.scottspencer.net

22-24 **Cavanaugh Bay Fly-in (66S)**, IAA. 20 aircraft/35 people

23 **EAA Fly-in Breakfast**, Blackfoot (U02). paul@cityofblackfoot.org or 208-785-8600

SEPTEMBER

27 **EAA Fly-in Breakfast**, Blackfoot (U02). paul@cityofblackfoot.org or 208-785-8600

28 **Gold Star Mother's Day** - Warhawk Air Museum acknowledges & honors Gold Star & Blue Star Mothers with free admission, 208-465-6446

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.*





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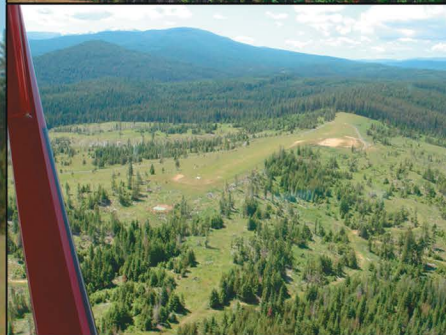
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Lessons Learned

GUMPS

By Jim Zamzow

"Want to fly to Alaska with Skip and I?" read the text from my friend Rob. It turned out that two friends, both 210-rated pilots, were planning a quick flight to Alaska to pick up a newly rebuilt Super Cub for Brent, a new pilot, who was also riding along. On the return trip, Rob and Brent would fly the Super Cub back to Boise, while Skip and I would return in the 210. Initially, another IFR-rated pilot was invited, but when he backed out, my friends recruited me. As a VFR complex-rated pilot and adventure-seeker, I excitedly replied, "yes" after obtaining the okay from my wife. "When are we going?" I asked thinking of my schedule a month out. "Wheels up at 6:00 a.m. tomorrow," Rob said. After talking myself through a myriad of scheduling excuses, I concluded that, "We only live once, right?"

The following morning, quick arrangements were made, and the luggage was loaded by 5:30 a.m. With perfectly calculated fuel, weight and balance, the four of us set off on a beautiful May morning. We left Boise with a GPS direct heading to Oroville, Washington for lunch and fuel. Then we headed to Kamloops, British Columbia for Canadian customs. There was no one around to check us at customs so we located a form, filled it out, and left it on the table. We put in enough gas to make us safe and headed up the Great Basin for Smithers, a small town in northern British Columbia where we spent the night.

The next morning the weather forecast was clear with occasional occluded mountain peaks. Headed into the most beautiful mountain scenery, we noticed a cloud line that seemed to be moving inland from the west. All of the high peaks were occluded and clouds were forming.

Because we could not reach anyone on the radio to get a weather update, we decided to fly west to Ketchikan for fuel and to continue flying up the coast. With many years of fishing experience off the coast of Alaska, we all knew that even on "the most miserable day" there is visibility between the clouds and the ocean. If the weather got really bad, we knew there were many areas along the coast where we could make a safe emergency landing, many more possibilities than would be available in the mountains inland.

Well, this turned out to be that "most miserable day!" As we flew up the coast, the ceiling dropped and it started to rain. When we looked east, we could see the mountains becoming occluded down to about 1500-feet. At this point, it was not possible for us to go inland so we stayed with our plan to go up the coast. We flew keeping both land and ocean in sight, never more than a half mile off shore.

I'm sure everyone was a bit nervous, but no one admitted it. We landed in Juneau for our last fuel and bathroom stop, and then headed north again in pouring rain with good visibility. Within 30 minutes the ceiling dropped to less than a thousand feet. Skip had to fly at about a hundred feet some of the time with the ocean close beneath us. I remember thinking, "I hope no whales decide to jump in our path."

As we approached Whittier, it was obvious we were not going to make it VFR to Anchorage. We figured we had three options: fly back about 50 miles to Cordova (that would require ascending to 1500-feet and put us in the clouds), fly all the way back to Yakutat (using up nearly all our fuel and eliminating other options) or land in Whittier, which seemed like the best option. As we studied the airport information, we found the Whittier airstrip was short—too short for a nearly full gross 210. The strip was one-way with no go around and a very rough, crushed-granite surface. The approach end had about a 10-foot sheer drop to the ocean. The

other end had a 10-foot cliff wall up to the road. We had about 1300-feet of runway if Skip put it right on the end. If he flew a 75-knot final approach, we figured he could get it stopped easily enough. We planned that once we were tied down, Brent's Father could drive over from Anchorage and transport our gear, and us, back to Anchorage. Later, Skip could return when the weather had cleared and easily fly the lightly loaded T210 to Anchorage. However, this plan was not meant to be.

I was sitting in the back in seat number six, with my legs extended forward into the space where seat number four had been removed. Rob was in the copilot seat with Skip flying, and Brent was seated directly behind Skip. As we entered the bay which terminated at Whittier, we all thought through the steps to landing: gas on fullest tank, good altitude, good approach speed for straight in landing, prop in, mixture rich. We all agreed that everything looked good for a safe landing. I remember saying to Skip "Okay, this is a short, rough-field landing. Hold your nose wheel off as long as you can. Once it settles, pull your yoke all the way back and brake hard." From that point on there was complete silence. We were mesmerized by the tiny runway coming toward us, viewed through pouring rain with an oppressively low ceiling. We crossed over the sheer drop at the end of the runway. I remember thinking, "Why is it taking so long to touch down?" Then we heard a "click, click, click" sound, followed by the grinding of aluminum against four inches of crushed granite. All at once it dawned on me: we had done it -the dreaded gear-up landing!

Skip was quick to turn off the fuel and master switch as we scraped along the airstrip. It seemed an eternity until we eventually slid sideways, the right wing tipping down 20-yards from the terminal end of the runway. We sat there stunned for what seemed like minutes (probably actually seconds)

GUMPS

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Rudder Flutter



GUMPS

Continued from page 14

when Brent, the only pilot that did not have a complex endorsement, said "What just happened?" "We landed gear-up," I replied. The smell of 100 low-lead gas swept over us. Someone shouted "Is everyone okay? Get out!" The doors were shoulder-rammed open, and we got out as quickly as we could with the high winged plane sitting on its belly. Gasoline was running down the fuselage. "Get away, she could blow!" someone yelled. Cars stopped on the road above us. Someone called down to us, "We've just called 911. Is everyone okay?" "Yes, we're fine, just stunned," someone answered. We stood in the wind and rain for hours answering police questions and getting checked out by the EMT crew. Finally, Brent's Dad arrived and drove us to Anchorage.

We sat at the dinner table that night reviewing every mile of our flight from Boise. We discussed what we did

wrong, and of course, what we could have done differently. First, we admitted we should have brought along an IFR-rated pilot. Also, we could have spent the night at our last fuel stop, and probably should have. Still there was the looming question: Why didn't we put the gear down? As complex-rated pilots, all three of us go through the GUMPS checklist when flying, whether or not we are the pilot-in-command. The "G" stands for gas, switch to fullest tank, "U" is undercarriage, gear down, "M" mixture rich, "P" propeller in, "S" is a reminder to set the flaps.

We had a sterile cockpit that rainy evening. Not a word was spoken the last few minutes of our approach. We came to the conclusion that after flying two days in marginal weather through unfamiliar terrain and being tired while watching the tiny runway getting closer and closer through the pouring rain, we had failed to go through the complete GUMPS checklist. We left out the "U" and forgot to put the gear down.

We learned a lot from this trip. Blessed to live to tell the tale, we continue to have tremendous respect for one another. It is interesting to me that we each feel responsible for what happened. Today, even in my fixed-gear Husky, I always look down and make sure I see a tire before landing. By sharing this experience, I hope it will be a reminder to all pilots that a checklist is only valuable if you complete it.

Jim Zamzow, owner of the Zamzows Lawn & Garden stores in Boise, Idaho, remarked that this was his first flying trip to Alaska. A pilot since 1969, Jim has logged 2000 hours of flight: half the hours in his helicopter and half in a fixed wing aircraft. Inspired by childhood fascination and hair raising stories told around the campfire by his mentors, Eldon Down and Russ Fishback, Zamzow hopes that sharing this story will do the same for others, as well as contributing to safe flying experiences. In the way of advice, Jim says that the best way to learn something new is to fly with as many other experienced pilots as you can.

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Etiquette

Continued from page 7

access to Wilderness-dependent activities like camping, hiking, photography, study, or hunting, where you land once and perhaps stay for a few days before departing again. If you haven't already, consider joining the IAA, dedicated to preserving backcountry aviation for all, www.IdahoAviation.com.

Once your destination is chosen, as with any flight:

- Check weather and NOTAMS before departure. IAA District 3 Director Wayne Thiel says most experienced Idaho pilots check winds aloft at 9,000 ft. MSL; if winds are above 20 knots, they'll usually stay home. Big bumps over the mountains and tricky canyon drafts can be dangerous and take the fun out of what should be an enjoyable flight.
- Mountain obscuration is an obvious no-go.
- NOTAMS can warn of field closures or TFRs from forest fires. The TFRs are there to keep you away from smoke and fire-fighting aircraft.
- If you don't file an FAA flight plan, give someone at home your itinerary so a search can be commenced if you don't return on time or update with a change of plans.
- Consider carrying a Personal Locator Beacon (PLB) GPS Messaging Device, such as a DeLorme InReach, SPOT Gen3, or SpiderTracks. These devices allow you to let your friends and family know that you are OK, or call for help or SOS in an emergency and make you easier for Search & Rescue to find. A 406 MHz ELT is also a good idea.
- While enroute, monitor 122.9 MHz and make occasional position reports. Avoid unnecessary

chit-chat on this universal frequency. The IAA recommends 122.75 MHz for other conversations; some pilots use "fingers" 123.45 MHz.

- Cross ridges at a 45-degree angle in case you need to turn back. Remember the concept of drainage: if you are inside a canyon and following a river downstream, then the terrain will generally be descending and you can't enter a box canyon. If you ever become uncertain of where you are and you are also flying upstream, turn around! If you are lost and take a wrong turn, you may enter a box canyon and suddenly find yourself unable to turn around in time. Many pilots have crashed this way in Idaho—don't become a statistic. Turn around, fly downstream, and

Etiquette

Continued on page 17

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Etiquette

Continued from page 16

then climb to a safe altitude so you can get your bearings.

- Fly the right side of canyons when practical to help avoid mid-air. If downdrafts prevent this, maybe it's too windy for a safe landing. If you land into a headwind on a one-way airstrip, the tailwind on departure may be unsafe until early the next morning when winds are usually calm. Especially in summer, this is the typical rhythm of a backcountry outing; you arrive in the morning, enjoy outdoor activities on the ground for a day or two, and depart again in the morning. If you can't stay overnight, it may be safer to find an airstrip where you can take off in either direction. As a courtesy to those on the ground, always try to keep your aircraft's noise

signature to a minimum. Maintain at least 2,000 ft. AGL for safety and limit noise over sensitive areas. When you reach your destination, overfly the strip to check for winds and obstructions but avoid unnecessarily "buzzing the field" or face an unhappy reception from others after you land.

- It is also not appropriate to practice touch-n-goes or multiple landings in the backcountry; it causes too much noise and wear and tear on the strips. Pilots with constant-speed propeller aircraft can use lower RPM settings to reduce noise; try to avoid low, power-on approaches. Judicious use of power while taxiing is vital for many reasons. You don't want to fling rocks into your prop. Prop blast increases erosion on the strips and they are not easily repaired. It's also rude to others. One pilot, camped beneath his wing, had several folding chairs blasted into the side of his aircraft. A taxiing pilot blew a tent away at the Cavanaugh Bay airstrip—fortunately

his own. That airstrip, incidentally, was temporarily closed because someone created deep ruts by landing when it was too wet.

- Bring your own tie downs; many airstrips lack them. The IAA's former VP of backcountry issues, Jack Kotaki, says, "Bring chocks too; if you use rocks, move them away from the parking area before departure so someone else doesn't run over them. An area that is clear now may be overgrown later and they'll be invisible."
- Jack also suggests, "A box of trash bags, rolls of toilet paper, and coffee can lids should be mainstays in the baggage compartment. The trash bag is not just for your own trash, but for that left by others less considerate. If the strip has an outhouse, check the coffee can, leave a fresh roll, and if the lid is cracked, replace it."

Etiquette

Continued on page 19

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Warhawk

Continued from page 10

"We are proud of and grateful for our staff, volunteers, donors and extensive network of pilots and aviation specialist who have

contributed to our ongoing success," says Sue Paul, Director of the museum. "What started out in a small hangar has now grown into one of the most significant collections of WWII history in the country, and our commitment to honoring all veterans has expanded to include rare memorabilia from

both the Korean and Vietnam Wars. We are privileged to have a hand in honoring, memorializing and supporting those who have served and fought for our freedom."

Through a partnership with the Library of Congress, The Warhawk has conducted over 900 veteran interviews. They have also engaged thousands of school children about the importance of patriotism and sacrifice, and showcased a flying fleet of rarely seen WWII aircraft at museum events.

Many say the success of any organization is defined by its ability to stand on its own two feet, and the Warhawk is proud to have reached a point in their history where they can say this is a true statement for them – **"...all thanks to our staff, board members, network of volunteers, skilled pilots and dedicated donors."**

You can visit the museum at www.warhawkairmuseum.org or at the Nampa airport.



The Bell UH-1C Huey



Etiquette

Continued from page 17

- Other recommended supplies are duct tape, bug spray or nets, extra food and water, first aid kit, warm clothes, tent and sleeping bags or blankets, a personal locator beacon or tracking device, small tool kit, axe, small shovel, tire-repair kit and pump, Leatherman or Swiss Army Knife, engine oil, brake fluid, and paper towels.

Most backcountry flying is done in summer and smart pilots fly in early morning for cool, calm air. It's understood that pilots will get up and depart early. Nobody expects to sleep in, but an endless, high-power runup in the backcountry is impolite. In cold weather (though not in Wilderness areas) Todd Peterson of Peterson Performance Plus uses a quiet Honda EU-1000

generator with a Reiff pre-heater on the cylinders and oil sump. One hour later in 17-degree weather the cylinder temps are in the mid-40s and he's good to go without an engine warm-up, www.ReiffPreHeat.com. Tie it down securely in the aircraft.

Check density altitude and your POH before departure; the soft surface will increase your ground roll distance. Uphill or downwind departures are best avoided. If you must choose between the two, CFII and former IAA President Jim Davies' own rule of thumb is to depart downhill and downwind, unless the tailwind is over 15 knots (a straight windsock). Many pilots find backcountry aviation highly rewarding, and so can you. Then share your good fortune and bring someone along who might otherwise not be able to visit these beautiful places.

Backcountry and mountain flying take specialized skills. If you're new to

backcountry flying, consider instruction from Idaho's McCall Mountain/Canyon Flying Seminars 208-634-1344, www.MountainCanyonFlying.com, Middle Fork Aviation 208-879-5728, 888-283-7258, www.MiddleforkAir.com or check the IAA website for a list of instructors. You'll learn the piloting skills and etiquette required to successfully explore the backcountry.

Crista V. Worthy is the Managing Editor of Pilot Getaways magazine, a travel magazine for private pilots, www.PilotGetaways.com. She is also the Editor of *The Flyline*, the monthly publication of the IAA, www.IdahoAviation.com.



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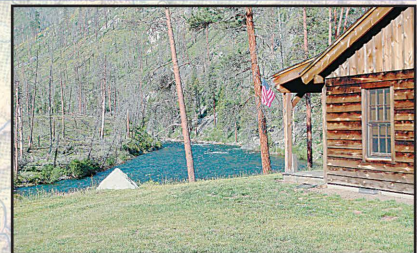
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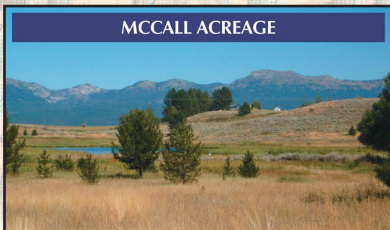


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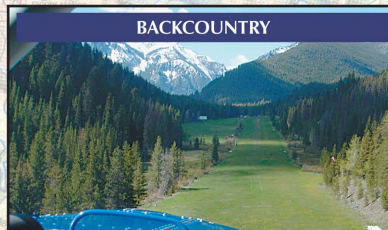
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South facing 8 acres close to McCall. Great mountain views! Easy building site. Adjacent to large pond & North Valley Rail Trail. Private Payette River access. No CC&R's. Sewer tap available. **\$99,900**

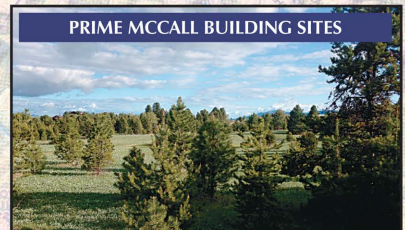
BACKCOUNTRY



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**

PRIME MCCALL BUILDING SITES



7 ADJACENT LOTS - PAYETTE RIVER #2 Great location w/trees & big mountain views! .37-.5 Acre lots. Adjacent to acreage, pond & North Valley Rail Trail. Payette River access, county maintained roads & private sewer. **\$39,900-49,900 each.** Possible Owner Carry.



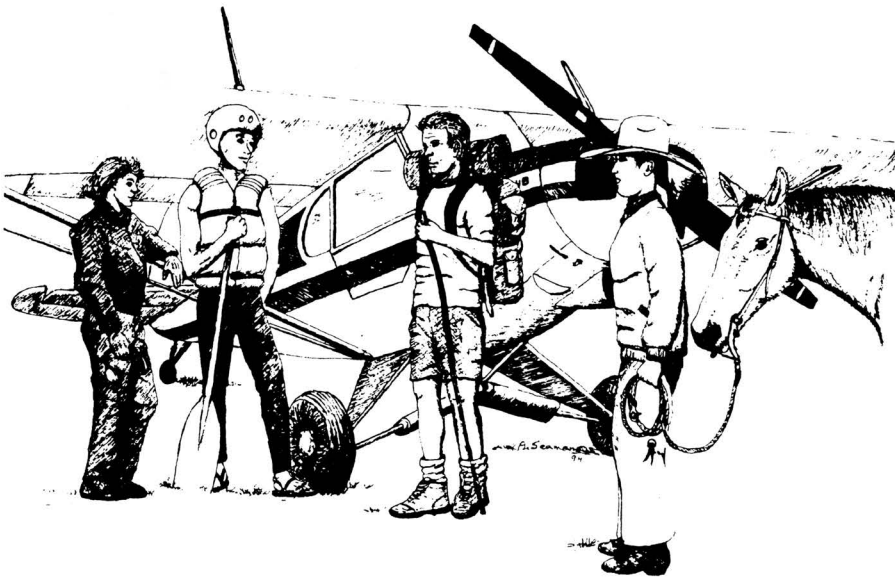


ADDRESS SERVICE REQUESTED

WILDERNESS PARTNERS

Wilderness is for everyone!

By being considerate of each other's needs, we can all get along.



- ☐ A cruising altitude of at least 2000 feet AGL is recommended.
- ☐ Check NOTAMs for airfield conditions or closures.
- ☐ Keep number of landings to a minimum.
- ☐ Minimize proficiency flights.
- ☐ Practice no trace camping.



United States
Department of Agriculture
Forest Service

Idaho Division of Aeronautics
In memory of a fine aviator, Susan Schroeder

Idaho Aviation Association

