



Rudder Flutter

Four Generations and Counting

By Crista V. Worthy

I was sitting in the *Pilot Getaways Magazine* booth during the Idaho Aviation Expo this past May when *Rudder Flutter* Editor Tammy Schoen walked up to say “hi.” She then said, “I want to dedicate an issue to how we can help encourage young people get involved in General Aviation. Do you have any ideas?”

I pointed to the shiny 1946 Cessna 120 parked nearby. “Right there,” I answered, “you need look no further than that little airplane and the Hoff family hosting this Expo. While an interest in aviation can come from almost anywhere, a supportive family environment means more than anything else. When parents are enthusiastic about aviation and share that enthusiasm with their children, and encourage their participation, kids

can't help but grow up to love airplanes. Bob Hoff's parents, Bob and his siblings, his wife Jane, both of their sons, and now their granddaughter—four generations trained in the same airplane, and with the same instructor!”

The Hoff's farm, Rainbow Ranch, near Idaho Falls, has been in the family for more than 100 years. Mark Hoff was a pilot and flew for the Civil Air Patrol during World War II. After the war, he flew mostly for travel. In 1946, he and wife Onita purchased the Cessna 120, the family's first new airplane. Onita had grown up in southern California. She was college-educated (studied art), eccentric, strong-willed, and had myriad interests, including



Bob and Jane Hoff - Photo by Thomas Hoff

aviation. She learned to fly in the new Cessna; her instructor was Bob Jones. After earning her pilots license, she was involved with both the International Flying Farmers and Ninety-Nines organizations. Mark and Onita had five children: Jim, Marilyn, Bob, Dick, and John—all of whom learned to fly. Dick was an ag pilot for many years and had a perfect career with no accidents.

After high school, Bob Hoff earned his A&P certificate in Pocatello and worked as an A&P for several years. He took over management of the family farm after the deaths of his father and older brother. Bob's wife Jane earned her pilot's license as well. Years ago, Bob and a friend dug a Beech Staggerwing out of a deep snow bank in Montana and flew it



James and Bob Hoff - Photo by Thomas Hoff

See Generations

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From the Administrator:



Some of the people in my life who made a difference in my development included my scoutmaster, my first flight instructor, and the pro baseball player who wrote "You're going to be somebody someday" on an autographed ball.

Most of us will say that during our youth, there were specific people who were encouraging, showed us the ropes, and helped us become the person we are today. Think about family members, a teacher or coach, a neighbor, a boss, or family friend; those people were mentors to you. I imagine the most poignant attribute of effective mentors is that they live their own lives a certain way, by example.

My first commercial pilot flight course didn't go smoothly. I couldn't hold altitude, got lost on most cross country flights and porpoised nearly

all my landings. How fortunate I was to have Lynn as my CFI. Despite my struggles, he never lost faith in me. He labored, coached and cheered me to a passed check ride after everyone else had moved on.

The value of a mentor...I don't know what value you can place on it, but the right words spoken at the right time from a person that's been through it before, can make all the difference.

Aviation needs mentors right now. National statistics reflect fewer and fewer aviation professionals entering the business. Without a fresh crop of pilots, mechanics, controllers and others, our workforce faces a real challenge in serving the growing public demanding increased air transportation.

Former astronaut Gene Cernan told a group of us last year, "If you can positively influence just one person, just one... it will make all your efforts worthwhile." Coming from a man who was mentored all the way to the moon, I think that's pretty sage advice.

making a perfect landing. At first you may feel a small stirring of excitement, and you will say "That's pretty cool." Then, once you do it again, and that feeling begins to feed off itself, you wonder why you didn't invest sooner.

To be an aviation professional is to be an aviation mentor.

Tailwinds-

Mike Pape

ITD Aeronautics Administrator

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The challenge to my fellow aviation professionals today is this: Make it a point right now to make a difference in the future of a prospective pilot, mechanic, UAS operator or entrepreneur.

When you personally coach somebody, there's a sense of satisfaction that comes over you unlike anything else. I'm telling you, it is far better than



Born to Fly

By Tana Schneider

The past four years of constant studying, searching, and uncovering my true passions have been an adventure. Prior to leaving the nest I had a plan for my life and consistently set goals for my future. That all changed when, at age 17, I received a local flying scholarship from the EAA 757 chapter at Northern Air, Inc to get my private pilot's license, which I did at age 18, before heading off to college.

I left my newfound passion behind, along with the beauties of north Idaho, to pursue college in southern Idaho, however, I ceased to find that spark and passion for what I was doing. I still worked hard, but each time I heard a plane or saw one in the sky, I drove myself insane, wishing I could either be in the plane or around one. I finally realized that I had found my true calling earlier in life. I realized that when I left the mountains and my flying experiences to go to college, I left my future behind. My heart belonged in the mountains and I knew I had to drop everything as soon as possible to pursue my dream of a career in aviation. I decided to head to Alaska to pursue Air Traffic Control so I could always be in the airport environment.

To the land of the midnight sun, Alaska, I went at 19 with a dream in my head, a private pilot's license in my pocket, and adventure in my blood. There, I pursued Air Traffic Control and got my first taste of bush flying. Alaska was heaven to me. I had never seen an entire culture that relied on air travel to survive. From the Idaho country to the great Alaskan wilderness, I traveled, ventured, explored, and saw some amazing sights. It almost seems as though my life changed more in that time than in the previous 20 years combined, thanks

to the extensive aviation community and the scholarships I received. I literally met hundreds of pilots from all over the world and was introduced to all different makes and models of airplanes. In addition, I saw the most beautiful country by flying the bush with pilot friends in helicopters, Super Cubs, and DE Havilland Beavers, but I desired to fly more myself and continue with my ratings. After a year of adventuring in Alaska, I was more than thrilled to receive a scholarship for a seaplane rating from the Seaplane Pilots' Association (SPA), giving me the choice to train anywhere in the nation. Without much consideration, I chose Alaska.

Due to a late winter, the lakes were still frozen in May. I was finally able to start my seaplane training in mid-July at Acme Cub Training in a 180hp, PA-18 super cub on Edo-2000 floats. There are no words to describe how I felt the first time I received clearance from Anchorage Tower and took off from the Lake Hood Seaplane Base. Alaskans know that weather and flying are rarely a perfect combination. Fortunately, the weekend blessed me with nearly 80 degrees, clear skies and sunshine with variable winds from 5-10 knots. I could not have asked for a more perfect weekend!

The instructor and I headed out to Figure Eight Lake to practice landings. I was in awe when, on final approach into the beautiful lake, I looked below me and saw a cow moose and her calf. Just a normal day in Alaska I suppose! Throughout my training that day, I practiced several landings on the lake and saw, on approach, a total of six moose roaming the flats. I left the seaplane base that day on cloud nine.

Mt. McKinley, the highest peak in North America, can only be seen in Denali 20% of the time during the

summer. To see it from Anchorage, over 150 miles away, is a real treat. My second day of training, I departed the lake, flew over Cook Inlet, and could clearly see McKinley. I took a few snapshots of the mountain splattered with sunshine and pink hues, then landed on a small, remote river at the base of Sleeping Lady, a well-recognizable mountain just west of Anchorage. Clearly, life could not get any better than this.

After several lake and river landings, maneuvers, hours of studying, and seven hours of float flight time in bush Alaska, I did a quick flight review on the third day, and the tower sequenced me into Lake Hood, along with old Stearman's. Watching B-747s take off over the inlet was a remarkable sight to see. I passed my check ride with flying colors.

Overall, the experience was nothing short of incredible. Other than flying the skies, the best feeling in the world is doing something you believe will be the best decision of your life, and then proving yourself right. There are those who just talk about their dreams and those who do everything within their power to accomplish it. I found my dream and passion at a young age, and I am blessed to pursue it in Alaska and Idaho.

The sky is no longer the limit. I look forward to more opportunities like this one. A big thank you also goes to Northern Air, Inc. in Bonners Ferry, Idaho where it all started, and Acme Cub Training in Anchorage, Alaska, along with all the pilots who influenced me along the way. Without the encouragement and guidance of aviation enthusiasts who support youth scholarships to develop the next generation of pilots, my life would certainly not be the adventure that it is.

As Andre Guide said, "It is only in adventure that people succeed in knowing themselves—in finding themselves."



Safety Wire



**By Laura Adams, ITD
Division of
Aeronautics**

"Super" Cub Fly-In

Most of you already know of

the Supercub Fly-In at the Johnson Creek airport as one of the most popular annual flying events in Idaho. This year, for the first time, I got to experience the wonder of seeing more than a hundred different small airplanes lined up on this pristine, golf-course-like airstrip in one of our most beautiful backcountry locations. With an 80-degree high and 40-degree low, the clear blue sky weather couldn't have been any more ideal.

Upon arrival, Aviation Safety & Education Coordinator, Dan Etter and I set up the Aeronautics tent and were immediately greeted by Phil and Roxie Pryor who might as well be full-fledged concierges at a five-star establishment. In addition to keeping the grass cut, coffee replenished, firewood stocked, and showers clean,

Phil and Roxie bent over backwards to make sure that we had everything we needed, including flashlights and bug repellent. Upon further observation, I realized that we were not treated any better than the rest of the aviation campers. Three hundred of us received this VIP hospitality all weekend long.

Our mission at this event was to discuss safety and offer newly published recommended standard operating procedures specific to Johnson Creek and Garden Valley airports, as well as density altitude cards and FAA safety publications personally delivered by Cliff Smart, our local FSDO Representative and FAA Safety Team Program Manager. With 26 years of experience managing aviation safety, Cliff's presence was an invaluable contribution to this event.

Supercub organizer, facilitator and comedian, Dave Kirsten thanked Dan for his informative search and rescue presentation explaining the practical differences between 121.5 mhz, 406 mhz, GPS enhanced ELT's and PLBs. Discussion on other safety-related topics continued into the evening. The club members showed their thanks to

SAFETY ALERT

Statistics – 2014 to date

25 Accidents

6 Fatalities

the Division of Aeronautics by making a \$2120 donation to the Idaho airport fund.

After spending the weekend visiting with friendly fliers from all over the country and feasting on the extravagant campfire dinners sponsored by CubCrafters, I was already planning next year's return trip as I sat on a bench watching the planes take off down the airstrip one by one on Sunday morning.

In retrospect, what made this event "super" was the cooperative spirit, utmost respect, and shared safety goals of everyone involved. It's no wonder this event reaches maximum capacity every year.

Stall/Spin Awareness

Every summer, Jenny Lynn Burnett, a pilot from Riverside, Calif., travels to Cascade, Idaho to take Stall/Spin training from Rich Stowell, the 2014 National FAASTeam Representative of the Year. As a GA pilot with 300



hours, Burnett swears by the confidence boost she gains from annually refreshing her skills to prepare for the most dreaded flying scenarios. When asked whether or not rehearsing for the worst scares her, she replied, "Not at all. When you regularly include stall/spin recovery as part of your pilot proficiency, the new skills replace the fear of the unknown."

This year her trip also coincided with Stowell's free Food, Forum, and Flight Safety Program hosted by local FSDO Representative and Idaho FAASTeam Program Manager, Cliff Smart at the Cascade Airport (U70). Thirty other pilots gathered to enjoy a delicious stuffed French toast breakfast, a 45-minute (WINGS credited) presentation entitled "Avoiding and Recovering from Overbanked Attitudes," and a live recovery demonstration with Stowell's step-by-step explanation narrated over a public announcement system.

Stowell specifically offered practical recovery advice for botched pilot maneuvers and wake turbulence. Because of his approachable, humble, down-to-earth personality, the participants were able to endlessly ask questions and receive answers from the leading expert on this topic. Afterwards, the audience got to witness eight awe-inspiring demonstrations including a steep turn, descending spirals, Split-S, Half Cuban Eight, nose high and nose low recoveries, and simulated wake turbulence.

According to Stowell's research, stall/spins account for 12 percent of GA accidents, but upwards of 20-25 percent of fatal accidents, and upwards of 20 percent of the fatal stall/spins occur with CFI's on board. Rich has performed more than 31,600 spins -1,500 vertical miles traveled while spinning -with students from around the world. His mantra is "What you don't know CAN hurt you."



Jenny Lynn Burnett and Rich Stowell at Cascade demonstration.

The following video discusses the history and origination of stall/spin recovery training:
<http://www.youtube.com/watch?v=igl0UdwR-8E>

Contact Rich Stowell at:
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Is There Really a Pilot Shortage



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

There are two questions I am often asked when others find

out I am a pilot. The first goes something like this: “My friend is a pilot. His name is (insert name here). I think he owns a Cessna. Cessna is the high wing, right? Yeah, one of those. He has a hangar and I think he’s based in Mississippi. Do you know him”? The second is, “What do you think about the coming airline pilot shortage?”

Having spent eight years as a pilot at a regional airline, I suppose I have some insight. However, I realize that my insight may be biased from the viewpoint of a pilot who worked at the airlines during some of the industry’s most difficult times. Also, I am not an airline industry analyst. With those caveats, I will do my best to address four questions regarding the pilot-shortage issue and the things to consider for those interested in pursuing an airline pilot career.

Is the shortage real?

That depends on who you ask. The Air Line Pilots Association, the airline pilot union that represents the pilot labor groups at several major and regional airlines, says there is no pilot shortage. “To put it very simply, in the near term, no shortage of qualified pilots exists. There is, however, a shortage of qualified pilots willing to fly for substandard wages and inadequate benefits.”ⁱ

The US General Accounting Office (GAO) seems to not know if a pilot shortage exists. In a recent report from the GAO, data indicates that a large pool of qualified pilots exists relative to the projected demand. In another study they conclude “that future supply will be insufficient, absent any actions taken, largely resulting from accelerating costs of pilot education and training. Such costs deter individuals from pursuing a pilot career.”ⁱⁱ

The Regional Airline Association says: come to Cleveland, Ohio, Tupelo, Miss., or Devils Lake, N.D., and we will show you there definitely is a shortage and it could become everyone’s problem.ⁱⁱⁱ

Are ALL airlines experiencing a shortage?

No! The legacy carriers are not currently experiencing a shortage. The regional airlines are chock full of qualified, experienced pilots who are ready to make the move to a major airline. And those major airlines have stacks of applications from regional pilots. Could the majors one day have a shortage? Perhaps. A recent Bloomberg BusinessWeek article states, “The four largest U.S. airlines will lose at least 18,000 pilots because of mandatory retirement by 2022.”^{iv} Regional Airline Association (RAA) president Roger Cohen says, “Right now, that’s more pilots than all the regionals have combined.”

The regional airlines are currently experiencing a significant shortage of pilots. According to the aforementioned GAO report, 11 of the 12 regional airlines were unable to meet hiring targets for training classes for new-hire first officers.

Republic Airways has grounded 27 of its 41 Embraer ERJ-140 aircraft. Great Lakes Aviation has suspended service to six destinations. Silver Airways has ended service to 10 cities because of insufficient pilot staffing. Great Lakes is going as far as removing 10 seats from its 19-seat Beech 1900s. This will allow them to fly those aircraft with a single pilot as a Part 135 carrier (Airlines operate under a different set of regulations known as Part 121).

Several foreign airlines, mostly in Asia and the Middle East, are in need of pilots. Many Americans have moved overseas to work for better pay than they are able to receive in the US.

What is causing the shortage?

Several things are causing it. As stated above, the major airlines have 18,000 pilots that will be forced to retire at age 65 in the next eight years. A good economy, mixed with the new pilot certification and experience requirements, may play a factor. As major airlines increase routes and frequency of regional carrier service, the squeeze is put on the regionals to be able to staff their operations. The FAA recently implemented new standards for airline first officers. Minimum requirements were raised from a Commercial Pilot certificate and 250 hours to an Airline Transport Pilot certificate and 1500 hours.^v With some time, the pilot pipeline to the regionals may be able to catch up with the demand.

A career in aviation can be a tough sell to prospective college students. The cost of training usually means graduating with a heavy student loan debt. It is common for aviation students to graduate with more than \$100,000 in student loans. And the average starting pay for new regional airline first officers is \$22,400.^{vi}

i Air Line Pilot Magazine, April 2014

ii United States Government Accountability, Report to Congressional Requesters, Aviation Workforce, Feb 2014 GAO 14-232

iii www.flightglobal.com, Analysis: The truth about the US pilots shortage, June 16, 2104

iv www.businessweek.com, Pilot Shortage Adds to Regional Airlines’ Woes, March 7, 2014

v This requirement can be reduced for graduates of University flight programs and military pilots.

vi Aviation International News, April 2014



Should I become a professional airline pilot?

This is a tough question to which there is no right or wrong answer. An airline career is an exciting way to earn a living. But there are several challenges. Whenever I speak with youth about this I ask them questions like: Do you love flying? Is it your dream to be a professional pilot? Can you imagine yourself doing anything else as a career? Why do you want to be a professional pilot? Would you be happy doing something else and flying just as a hobby? What kind of lifestyle do you want to live? These questions and others like them can help prospective student pilots make this tough decision.

It is possible to make a very good living as a professional airline pilot. The grim starting wages at a regional are tough. But they do get better. Regional first officers at five-year pay can expect to make about \$50,000/year. A five-year regional captain can expect to make about \$65,000-\$85,000/year. And a

regional captain with more than 10 years of service can make over \$100,000/year. But the big money is at the majors. A five-year first officer at a major airline can expect to make \$120,000 to \$180,000. And a major airline captain with more than 10 years of service can expect to make over \$200,000/ year.

Another thing I make sure prospective pilots understand is the schedule they will live. It is all seniority based. While you are junior you will work weekends and holidays. With time, your schedule will improve to getting some weekends and holidays off, and then to the point that you will be able to have all weekends and holidays off. As you gain seniority, you will get more overall days off in a month.

Also, realize that airlines are one of the first industries hit by a downturn in the economy and they are one of the last to recover. Furloughs happen in the industry. Some pilots in the U.S. have been on furlough from U.S. carriers for more than 10 years! I

recommend having a back-up plan. In fact, it may be a good idea to earn a degree in something unrelated to aviation. The airlines that require a four-year degree do not care if it is an aviation degree. I have known pilots who have four-year degrees in nursing. Those pilots with a degree in something other than aviation are the ones who can bounce back quickly should they become unemployed from a furlough, bankruptcy, or even losing their medical certificate.

The bottom line

As with any career, a prospective pilot should really research what they are getting into. Talk with pilots who have been where they are thinking of going, study the economic stability of the industry throughout the last 30 years, and even consider getting a private pilot license before enrolling in a university/college flight program. And keep in mind, there are other

See Shortage

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Supplements

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



This is not about Supplemental Type Certificates we buy and install to improve maintenance or performance in our plane, but about dietary supplements we might take to increase the performance or health of our bodies. Before launching into a discussion of the countless supplements and nutraceuticals available on the shelves of every grocery and pharmacy, in the mail and on-line, we might first look at the myriad of modifications we can buy through our favorite A&P, from Sporty's, etc. Not specifically to see if those vortex generators really do increase our air speed, lower our stall speed, and more, but how the FAA evaluates and provides STCs and how that contrasts with FDA evaluation of dietary supplements marketed to the general public.

When a manufacturer comes up with a gadget to add to a certified airplane, the FAA evaluates whether or not putting this on the airplane will adversely affect the performance and safety of the make and model of the airplane. When they are satisfied, the FAA will issue a Supplemental Type Certificate for that item. This can be a prolonged and expensive process, but it assures the owner that, if the gadget is properly installed by an A&P, and with proper documentation, it will not change their certified airplane to an experimental airplane. It does not assure that the buyer will get the "up

to 5-10 knot" performance improvement that sold them the modification in the first place. There is also some question about interaction of multiple modifications, but, in general, the system, other than the increased cost, seems to work pretty well.

When a company wants to market a product that it claims will improve health or physical performance, it comes under the review of the US Food and Drug Administration. This is governed by the 1994 Dietary Supplement and Health Education Act which was passed to promote the use of dietary supplements and nutraceuticals mainly because it was assumed this would lower health care costs. It also increased funding for the Office of Alternative Medicine at the National Institutes of Health to evaluate these substances. Dietary supplements are defined as vitamins, minerals, herbs, amino acids, enzymes, tissues, organs, glands or concentrates, extracts, metabolites or constituents of dietary substances. They are not foods in their natural form or meal substitutes (like Ensure). Nutraceuticals are a little different in that they are concentrated forms of substances derived from foods, but provided in a form and dosage that is in excess of what can be obtained from normal foods. No proof of efficacy or safety is required under the act, unless the product is promoted for treatment of a specific disease, in which case substantiation with scientific evidence is required. This requirement can be circumvented by a disclaimer printed on the label that the product "has not been evaluated by the FDA and is not intended to diagnose, treat, cure, mitigate or prevent any disease." Products that have been evaluated by the FDA and are intended to diagnose,

treat, cure, mitigate or prevent specific diseases are called medicines or pharmaceuticals.

Supplements and nutraceuticals are big business. We spend over \$30 billion dollars a year on such and it mostly comes out of our pocket, since insurance rarely covers it. But for a few exceptions, such as vitamin and mineral supplements for pregnancy, conditions (either genetic, age or disease related) that interfere with absorption of specific vitamins or minerals, or dietary deficiencies (like scurvy from a lack of vitamin C from fresh fruits and vegetables seen in sailors during the age of exploration), no studies have conclusively demonstrated a need or benefit of dietary supplements added to a healthy, balanced diet. In fact, when supplements are compared to the same substance found in food, benefits are usually found with the food, but not the supplement. Additional substances in the natural food that might enhance absorption or efficacy are postulated and are being studied.

Fortunately, most of these substances are benign and have few adverse side effects. Some notable exceptions are an excess of Vitamin A which can be toxic in high doses, potential food and drug interactions of some natural antidepressants, ephedra which can over stimulate the heart and central nervous system, butyric acid and related substances which can cause coma, seizure and death, some herbal laxatives containing plantain or chomper which can cause heart block or heart attack. Also, the purity of supplements and nutraceuticals is not guaranteed by any external production standard. Some products have contained contaminants or even active substances not on the label (I had a patient who took boron tablets he obtained from an herbal doctor in San Francisco until he started getting side effects from the corticosteroids that the pills contained).





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On the positive side, there are a few FDA approved disease benefits from dietary supplements. These include calcium for osteoporosis; folic acid to prevent spina bifida in the developing fetus during pregnancy; soy protein, psyllium seed and dietary fiber to help prevent coronary heart disease.

Most supplements and nutraceuticals are marketed based on testimonials. That doesn't mean that the product is ineffective, in fact, it doesn't mean much of anything. People vary a lot as to symptoms, energy levels, sleep patterns, weight gain or loss, libido, etc. Changes perceived after taking or doing something may just be due to the natural variability and not cause and effect. Many times when a generally accepted practice is tested with scientific methods that can correct for this variability (the best method is a large, double blinded, randomized placebo/control trial, where neither the subjects nor the

evaluators know which subjects gets the active substance or a sham substance until all the data is collected) the effect either goes away or may even be detrimental. Some of the most popular supplements fall into this category. Androstenedione, Creatine and DHEAS for performance, body composition or libido are examples. Others have poor or contradictory evidence. A good example of this is probiotics for gastrointestinal and other symptoms, or glucosamine for arthritis.

So what is one to do? The best advice is to eat a healthy, varied diet. Fortunately, this is not a problem in Idaho. Use your head. If it seems too good to be

true, it probably is. If the party educating you about a fantastic new product, just happens to offer it for sale (just as a convenience, of course, or because they use it too) be just a bit skeptical. Finally, save your money and use it for an STC modification for your plane. Just think, if you put on enough of those 5-10 knot increase mods, you'll soon be flying your single engine bird faster than a jet!



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Radio Chatter

By: Tammy Schoen, Editor

If you hadn't noticed, this edition of the Rudder Flutter has been, for the most part, dedicated to getting the youth of today out of the house and exposing them to the world of aviation. With that in mind, maybe you could share some of the following information with a young person you know!

2014 ACE Academy

The 2014 ACE Academy was held in Boise June 16-18 with 21 students in attendance. We built and launched rockets, constructed near earth satellite pods that were attached to a balloon and sent to 93,000 feet, visited the National Guard, went up in the Control Tower at the Boise airport, toured the Warhawk Air museum and all of the students got to fly in a smaller, general aviation airplane. If you know someone between the ages of 14-18 who likes planes, send them our way! Watch the calendar on our website for the announcement of the 2015 ACE Academy dates and the application. www.itd.idaho.gov/aero

Know a Teen With a Passion for Aviation?

Introduce them to the AOPA av8rs program! Membership is free for teens ages 13-18. As a member, they will receive an official card and sling bag, scholarship opportunities, subscription to Flight Training magazine, a newsletter and much more. Get more information and sign up at www.aopa.org/av8rs

Civil Air Patrol (CAP)

The core values of the CAP are respect, integrity, volunteer service and excellence. Cadets are drug-free role models in their communities and schools. If you know someone who is at least 12 years old, but not yet 19, they are welcome to join as a cadet. On average, cadets meet one night a week and enjoy special events and week-long camps. Adult volunteers

who are fingerprinted and screened by the FBI act as chaperones for all activities. Cadets develop leadership skills, solidify their moral values, get to test-fly potential careers and so much more. www.gocivilairpatrol.com

EAA - Young Eagles

The Experimental Aircraft Association (EAA) is a community of pilots and aviation enthusiasts who protect and promote support and protect recreational flying. Our mission is simple: to grow participation in aviation by sharing The Spirit of Aviation. Grow your wings by taking the first steps to make your dream of flying come true. See and experience what pilots do on the ground and in the air with a free Young Eagles introductory flight! Go to www.eaa.org to find out more.

Scholarships and Opportunities

If you are aware of a scholarship that is available or opportunities that are out there to get our youth excited and involved in aviation, please let me know! I would be more than happy to make that information available through this publication.

In other news:

What's Happening at Big Creek?

- Aeronautics has written a recommended Standard Operation Procedures and it is available on the website at www.itd.idaho.gov/aero, then go to Publications.
- Web cam and WX station now operational! This project was managed by the IAF and made possible by the IAA to aid in the safety and to help drive-in visitors. The system is still under development, so check the date stamp to ensure the data is timely. You can see the information at the IAA web cam link page <https://idahoaviation.com/webcams.php>.

- The first two breakfasts fed more than 80 people and brought in over \$5,000 in donations.

What's next?

- Test holes for septic system
- Two more breakfasts - August 23 and September 7
- Fall evening/social event in Boise to announce the winner of the 1945 Willys Jeep!

Go to www.rebuildbigcreek.com to keep updated on happenings at Big Creek.

Boise ATCT

If you have feedback for the Boise Air Traffic Control Tower, or would like to set up a tour, please be sure to contact them at www.boiatc.com.

Who are the Ninety-Nines?

Lightspeed Aviation Foundation created a short YouTube video about the Ninety-Nines. Go to <http://youtu.be/PF5IUgs1kds> to watch the video, then follow the link to vote and help the Ninety-Nines spread the word about their mission and help them with the opportunity to be awarded up to \$10,000.

New IAA Branch

Andy Patrick has been named the Vice President of the newly created Commercial Backcountry Operators branch of the IAA. Andy will be the liaison between the IAA and statewide commercial operators to help increase communications and activities. Find out more about the new branch at www.idahoaviation.com.

Don't Forget

Aeronautics developed the Facility Directory app for the Apple and Android operating systems. The app can be found in iTunes or the Google Play Store by searching for 'Idaho Airports'.

Did you know the app also includes a Density Altitude calculator?



Blackfoot - McCarley Field 'Sprucing Up'

As part of a recent 'spruce up' effort by local volunteers and the city of Blackfoot, McCarley Field got a new welcome sign.

The sign's design is based on Idaho's unique license plate. The sign was conceived and painted by Leigh Orr. Several airport users helped Leigh iron out the details. A special 'Thank You' to Joel and Natalie for all of their efforts. Thanks to Mayor Paul Loomis and the street department for the lettering.

Please notice, directly under the new welcoming sign, there's an airport activities scheduling board. Information on this board includes word on activities in Southeast Idaho's airports.

MAF Receives Grant

Mission Aviation Fellowship (MAF) in Nampa received a \$68,000 grant from the M.J. Murdock Charitable Trust to fund an internship program at the organization's Nampa headquarters. This will allow MAF to provide paid internships and mentoring to college students, giving them a chance to explore career options while developing valuable skills. MAF goes all over the world providing relief efforts to the even the most isolated people. You can find out more about MAF by going to www.maf.org/serve/usa and the M.J. Murdock Charitable Trust by going to www.murdock-trust.org.



State airstrip signs are being renovated! The Big Creek sign is the first of five to be replaced this year at our most popular airstrips. In this photo, Bill Miller and Sparky Parker perform the finishing touches.



Seen in the picture with the new sign are, left to right, Leigh Orr, Joel Milloway, airport supporter, and Natalie Bergevin, President of the local chapter of EAA 407. They installed the sign in time for the 4th of July festivities.



This sign is the work of Leigh Orr and is seen as you leave the airport.

Priest Lake, Idaho

By Crista V. Worthly

Looking for a late-summer/early getaway? Priest Lake, the "Crown Jewel of Idaho", is set against the western edge of Idaho's Panhandle just 15 nm south of the Canadian border. The sparkling blue lake is surrounded by a dense emerald forest, topped by peaks that rise to over 7,500 MSL east of the lake.

The Priest Lake USFS airstrip (67S), 1 nm west of the lake, offers easy access to two upscale resorts. Runway 14/32 is 4,400 x 175 feet of dirt; use 122.9 for all area ops. Both resorts offer free pick-up and beaches for floatplanes. Hill's Resort has a championship golf course, fine dining,



Plane and putting green -Photo courtesy of Hills Resort, Teri Hill

water sports, and lake or forest view lodging, 208-443-2551. www.HillsResort.com. The Grandview Resort has a restaurant, cottages and suites with full kitchens, and watercraft for rent, 208-443-2433, www.GrandviewPl.com.

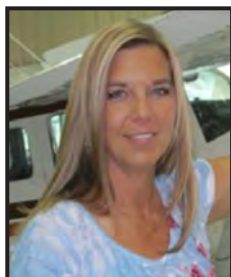
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Cause a Ripple



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

Have you ever been on the lake in a boat and watched as the wake goes and goes until it is stopped by either another object or the shore? Or tossed a rock into the water to watch as the ripples went on, seemingly forever? I believe that everything we do in our lives has an effect on something.

In Aeronautics, one of our goals is to share our love of aviation with the younger generations in the hopes that we can spark something in them to get them involved in aviation at whatever level they choose. As a result of that, this last year has shown me that what we do really can make a difference. One small event caused a ripple that would last a year.

In September 2013 the Rosehill Montessori School came to do a tour of Aeronautics and learn about planes. Dan Etter, our Safety and Education Coordinator conducted the tour and, as is evidenced by the drawing below, the students really paid attention. We received a hand-drawn card and a

letter from the school based on what they learned.

Dan implemented the Aviation Art Contest in 2013 and in November our winners were chosen. One of the winners, Sierra Lafrenz, was in attendance when the Montessori school came to Aeronautics. Sierra was



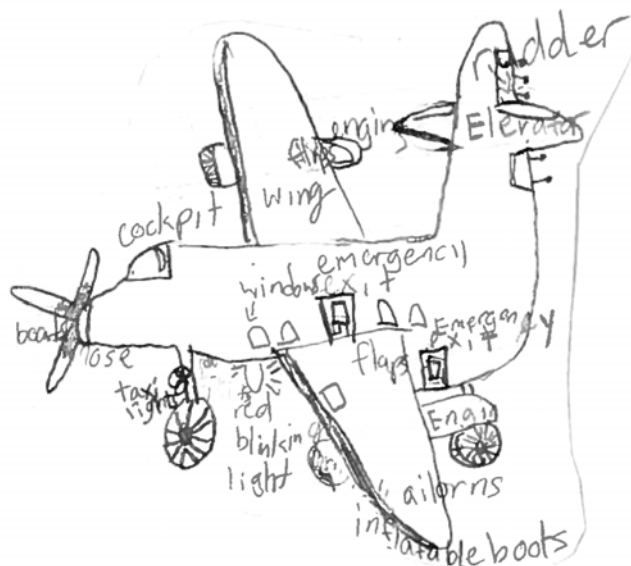
treated to a tour of the Capital, lunch at Moon's in downtown Boise and a flight around the Boise area. Sierra said of her experience, "I liked seeing



Another of the winners of the Art Contest was Gage Thornton. Gage was also treated to the tour, lunch and a flight, and when asked about winning the contest in his age group, Gage said, "It was all fun, but getting to fly the airplane was the funnest." The fire lookouts were also something Gage hadn't seen before. Gage would like to be an auto or aviation mechanic when he grows up.



After the Art Contest, Gage caught wind of an event being hosted in June 2014 called ACE Academy. He left Aeronautics after his flight armed with the information about ACE, and completed his application and was in attendance in June when 21 students, including Gage, were exposed to as many



things from above. I learned that there are fire lookout towers and we got to see some fires while we flew around." When asked what she had in mind for her future, she said she wanted to be a traveling veterinarian and talked about how the use of planes could help her do that.

aviation-related careers and events as possible. They must write an essay, get two letters of recommendation and pay a fee to attend. Over the twelve years I've been involved with ACE, it's so rewarding to see the students have that "aha moment" about something that really interests them. And when someone stops in the office to tell us how attending the ACE Academy led them to a career in aviation, there is a sense of pride and accomplishment.

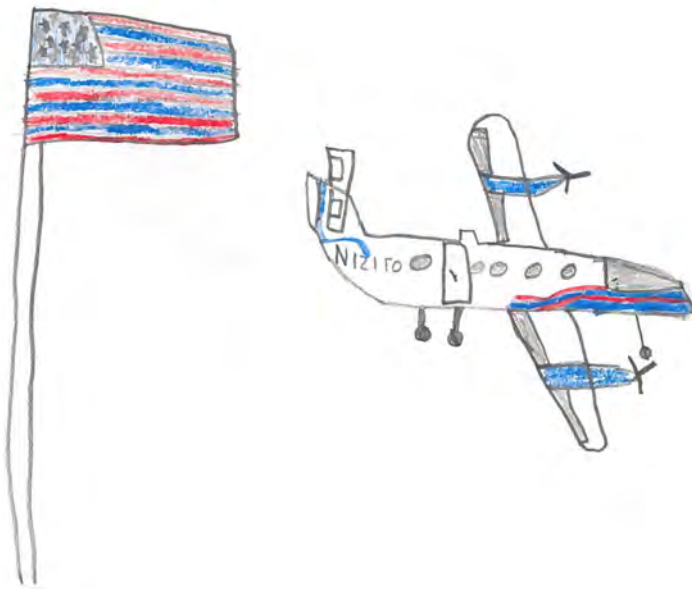




2014 ACE students, volunteers and Aeronautics staff

Rumor has it there's a pilot shortage in our future. The next time you are getting ready to fly, think about who you could take with you. If everyone takes an active role and shares aviation with just one young person, imagine the impact we could have.

Aeronautics is doing their part to involve youth in aviation, but we can't do it alone, we need your help. Go out into the community, engage with a student, and cause a ripple.



Parts of planes

by Ariadell
Mathew
and
Sierra
Lafrenz

The propeller is used to propel the plane but not all planes have a propeller. The nose of the plane is used to push through the air. The taxi lights help the pilot see through fog. The cockpit is where the pilot sits. The headphones and speaker help to communicate with ground control and the tower. The yoke controls the ailerons and elevator. The ailerons make the plane roll. The elevator makes the plane do yaw. The rudder helps turn the plane on the ground. The windows let you see outside. The red blinking light warns other pilots that their plane is going to land or take off. The wings hold the fuel and help the plane fly. The flaps help slow the plane down to a safe speed to land. The boots break off the ice on the wings and the propeller. The chair and the seatbelt make you safe and comfortable. The engine propels the plane you can't fly without them. The whistle on the wing helps warn the pilot if they are about to go into stall. The stall position is when the plane's wings lose the wind and the plane starts to descend. The emergency exits on the wings and at the entrance, some planes have a seat that shoots you out of the plane with a parachute. The emergency exit on the wing also has an inflatable slide and an inflatable raft. The plane has a door over every seat that opens if there is a loss of air and the breathing bag drops. The landing gear helps the plane land on the ground. The window wipers let it be clear when it rains so the pilot can see.

Dear Dan, Tim, and Laura,

Thank you for the wonderful lesson! We loved all of the advice you gave us. We loved that we got to go inside the plane and learn everything about the equipment. We learned a lot of things like the boots warm up and crack the ice. We had a great time.

From,
Rose Hill
Montessori Upper
Elementary



GA Pilot Shortage – More than just numbers

By: **Jason Hawkins, CFI,**
founder, Rise Above

Growing the pilot population is a reoccurring theme within general aviation, and for good reason. Producing more pilots at an increasing rate is key to GA remaining a viable and attractive industry. Additionally, a higher number of active pilots translates into an economic force which helps bolster lobbying efforts against airport closings and increasing stifling regulation. Here in Idaho, aside from economic impacts, the loss of access to our magnificent backcountry airstrip network is inevitable unless we can fill the tie-down spots through a new generation of pilots with the applicable skills and appreciation of what Idaho GA has to offer. Whether you are optimistic or view the future of GA metaphorically as a VFR only pilot with poor cockpit management skills headed full bore into IMC, it's

time to get creative about growing the pilot population and ensuring a bright future for GA.

There are several national and local organizations that have answered the call and, in addition to their advocacy, offer flight training scholarships, which directly addresses the issue by producing more pilots. While I'm sure these funds are greatly appreciated by the individual recipients, and everyone feels good about helping someone achieve their goal of becoming a pilot, we need to be objective and take a business-minded approach to this problem by asking ourselves, "Is using scholarship funds to increase the pilot population getting the benevolent donors and organizations the biggest bang for their buck?"

What we do as professional or recreational aviators is relatively unique and tends to generate positive responses from others, along with

curiosity. Just look at the large and diverse crowds of spectators drawn by airshows all over the country. The wonders of flight are inspiring and downright captivating even among non-flyers. So why then, are we facing a pilot shortage? Most people might answer, money—while certainly a factor—in my experience as a CFI, I say the general public is not aware of the opportunities available. We need to get the word out into the non-flying community.

High schools and colleges offer great potential for attracting young, aviation career-minded individuals to the industry. Local colleges and universities regularly send representatives into high schools to inform students on degree opportunities. Flight schools, even those not affiliated with a degree

See Numbers

Continued on page 20

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Calendar of Events

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

ONGOING EVENTS

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

SEPTEMBER

- 4 **Airport Basic Training Workshop**, Salmon, County Offices-Brooklyn Annex, 200 Fulton St, Ste 103. Sponsored by the Idaho Airport Management Association. Workshop intended to give basic airport education to the airports. Please RSVP to Aeronautics, 208-334-8775
- 6 **Big Creek Fly-in Breakfast**, (U60), 9-11 am, 208-859-5537 or info@rebuildbigcreek.com
- 6 **Fly-in Breakfast, Kamiah** (S73), Sponsored by Clearwater Valley Aero Club. 9 am - 2 pm. Young Eagle Flights ages 8-17, contests with prizes, free camping. Breakfast - Adults \$7, kids \$3. www.facebook.com/ClearwaterValleyAeroClubInc CVAC 208-935-0089
- 16 **Airport Basic Training Workshop**, Rexburg Airport, 400 Airport Road. Sponsored by the Idaho Airport Management Association. The workshop is intended to give basic airport education to the airports. Please RSVP to Aeronautics, 208-334-8775
- 17 **Airport Basic Training Workshop**, Pocatello, 5151 S 5th Ave. Sponsored by the Idaho Airport Management Association. The workshop is intended to give basic airport education to the airports. Please RSVP to Aeronautics, 208-334-8775
- 27 **Huckleberry Pancake Fly-in Breakfast**, Bonners Ferry (65S), sponsored by EAA Chapter 757. FREE Young Eagles flights for ages 8-17. Tana Schneider, 208-267-4359 or tana.northernair@gmail.com

SEPTEMBER (continued)

- 27 **EAA Fly-in Breakfast**, Blackfoot (U02). paul@cityofblackfoot.org or 208-785-8600
- 28 **Gold Star Mother's Day** - Join us as we acknowledge this day and honor "Blue Star Mother" and "Gold Star Mother" with FREE admission. Warhawk Air Museum, 208-465-6446

OCTOBER

- 1 **Airport Basic Training Workshop**, McCall City Hall Basement, 216 E Park St. Sponsored by the Idaho Airport Management Association. The workshop is intended to give basic airport education to the airports. Please RSVP to Aeronautics, 208-334-8775
- 8 **Airport Basic Training Workshop**, Shoshone, 216 S Date. Sponsored by the Idaho Airport Management Association. The workshop is intended to give basic airport education to the airports. Please RSVP to Aeronautics, 208-334-8775
- 8 **IBAA Fall Event at Jackson Jet Center**, Main Hangar, Boise, begins at 11:30 am. Catered lunch is \$15 and space is limited. Please RSVP today, www.idbusinessaviation.com
- 10-11 **Flight Instructor Refresher Clinic**, Ponderosa Aero Club Hangar, Boise Airport. \$125—includes class materials & 2 meals per day, snacks and beverages. www.PonderosaAero.org or 208-344-5401
- 17 **Aviation Safety Standdown**, 8 am - 4:30 pm, FREE but limited to 250 seats. Continental breakfast at 7:30 am. Historic Linen Building, Boise. Please RSVP to Aeronautics, 208-334-8775
- 18 **EAA Chapter 407 Meeting**, Blackfoot (U02). Program TBD, 6:00 pm, paul@cityofblackfoot.org or 208-785-8600
- 25 **EAA Fly-in Breakfast**, Blackfoot (U02). paul@cityofblackfoot.org or 208-785-8600

Shortage

Continued from page 7

sectors of professional aviation to pursue; such as military, corporate, firefighting, etc.

It is my opinion that one should not rely on a pilot shortage as a quick ticket to the high-paying seat of a large jet. If you love to fly (or even just like it a lot) and dream of a flying career, then it may be perfect for you. But don't do it for the money. The

money will come. Your friends who graduate as engineers, nurses, and in business will probably make more money than you for several years. But eventually, you will make a very nice income. Expect some ups and downs and enjoy the journey.

FIRC - Flight Instructor Refresher Clinic

October 10-11, 2014 - Ponderosa Aero Club Hangar, Boise Airport
\$125 – includes class materials, 2 meals per day, snacks & beverages

If your certification is due to expire, sign up now online on the Ponderosa Aero Club website at www.PonderosaAero.org, or call (208) 344-5401.

The class meets the minimum requirements for a 16-hour FIRC, covering all lesson objectives required by the FAA. This clinic also serves as a safety seminar and will qualify for WINGS credit. You don't have to be a CFI, certified pilots and students are also welcome.

Spaces are available on a first-come, first-served basis.

You will leave Saturday night with your Graduation Certificate or Completion Certificate and you can check that "to-do" off your list!



Generations

Continued from page 1

out. That episode ignited in Bob a love for Beech aircraft, and particularly the Staggerwing model. In 1971 he purchased the beautiful red 1939 Beech 17 Staggerwing he still flies. Later, he purchased and restored a 1948 Beech Model 18 Twin Beech. Flying is the “family hobby”—so of course Bob and Jane’s two sons, James and Thomas, grew up flying. James now runs Rainbow Ranch, while Thomas handles the other family business, the large Aero Mark FBO at KIDA.



Tom and Finn - Photo by Bob Hoff

A few years ago, James painstakingly restored a Boeing Stearman to match his dad’s, except for the checkerboard



James Hoff - Photo by Thomas Hoff

tail he painted as a birthday surprise for his wife Darla. The Hoff family and Aero Mark are also big supporters of the Beechcraft Heritage Museum, Staggerwing Club, and Twin Beech 18 Society. Each June, Aero Mark hosts the “Round Engine Round-Up,” a gathering of vintage and modern round-engine aircraft, their owners, and enthusiasts, at KIDA. James earned his multi-engine rating with famed airshow pilot Matt Yonkin, whose big red Twin Beech has thrilled thousands across the country. During the Round-Up James flew his dad’s Twin Beech into Smiley Creek with Thomas, while Bob and Jane brought the Staggerwing.



Bob, Jane and Kale - Photo by Thomas Hoff

Heather’s two sons have traveled via General Aviation since infancy. Both of them are airplane-crazy. Recently when Kale, at age 3, sat on his grandmother’s lap with the yoke of the Twin Beech in his hands, he did not want to give it up so that his 7-year-old brother Finn could get a turn. You can bet we will have two more pilots before those boys are out of their teens.



Savannah and instructor Bob Jones - Photo by Thomas Hoff

A love for aviation has already blossomed in the youngest generation of the Hoff family. James and Darla’s 17-year-old daughter Savannah will likely have soloed by the time you read this and is the fourth generation to take instruction from Bob Jones in the 1946 Cessna 120. Lately she’s been flying a Husky with none other than Lee Lauderback of Stallion 51 in Florida, who also has a place in Idaho. Meanwhile, Thomas and his wife

Do you have a son, daughter, niece, nephew, or grandchild? If so, widen their horizons (literally and figuratively) by taking them up with you the next time you fly. You too can be the inspiration for the next generation of young pilots. And that little boy or girl will never

forget the thrill of flying a real airplane. It is the dream of almost every child, and you are the one who can make it come true.

*Crista Worthy is Managing Editor of **Pilot Getaways** magazine, a travel magazine for private pilots, and Editor of **The Flyline**, the monthly publication of the Idaho Aviation Association.*



Pilots Give Rides to Challenged Students

By Julie Wootton of
magicvalley.com, Times-News

GOODING –Hoshi Chun sat inside a two person plane wearing earmuffs and waiting for takeoff. As the engine roared and the plane started slowly moving toward the runway, he waved out the window. The deaf high school exchange student from Malaysia joined about 50 classmates from the Idaho School for the Deaf and the Blind on flights Monday at the Gooding Municipal Airport.

Members of the Experimental Aircraft Association volunteered to take children in their private planes as part of the Young Eagles program. It's the seventh year of the event in Gooding. Nine pilots and more than 10 ground crew members from EAA chapters in the Treasure Valley and Eastern Idaho participated.

"This is probably the highlight of the year for most of us," said Natalie Bergevin, president of the EAA chapter in Eastern Idaho. It's a great experience for students, she said, and

it's important because "they miss out on so many other things."

Pilots shared details about the equipment. And sometimes, they gave the students a hands-on role. "Many of them get a chance to take over the controls of the plane," said school Principal Gretchen Spooner. The experience for the students, ages 8 to 20, is radically different than a commercial flight, Spooner said.

By about 11 a.m., pilot Dale Cresap had taken four students up in his blue and white Cessna 150, which he described as "one of the slower planes out today." Some deaf students flew with an American Sign Language interpreter, Spooner said, but most were comfortable on their own. Accommodations were made for students in wheelchairs or using white canes.

As they waited their turn, students huddled against the side of the airport building, bundled up in jackets and blankets, trying to escape the cold



It was cold, but students were excited.
Photo courtesy of Chuck Strough

breeze. Some played Connect Four to pass the time.

It was the second year taking flight for Zak Jones, 17.

It was "kinda scary," he said but better than last time because he was more relaxed.

Jones spent 15 minutes in the two-seater plane, circling over Gooding. Below, he could see agricultural fields, cars, and tractors.

"I tried not to look down," he said.

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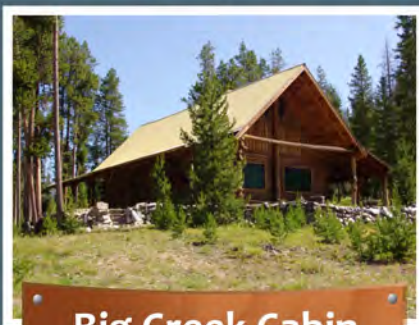
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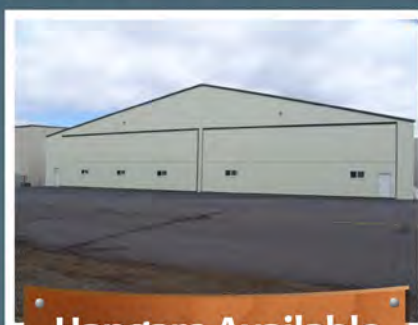
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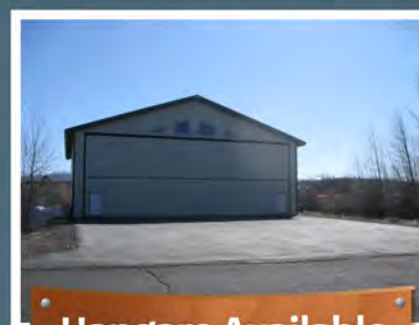
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Beyond Fear's Boundary:

The Open-Air-Heart Challenge

By: Christina Tindle M.A.
Psychology and Idaho
Backcountry Pilot

While there are many great reasons some women fly, there is a longer list of excuses why most do not, which sheds insight into the fact that only 6% of all pilots are female. The low number is disappointing given that aviatrix were once a focal point during the Golden Age of Aviation. Female pilots raced, set distance records, flew charter, and competed in air shows, proving that women made good pilots and air travel was safe. According to Claudia Oakes, curator of the Smithsonian's National Air and Space Museum, "The female pilots of the 1930's had a humanizing influence on aviation." Their prestige created huge enthusiasm for flying. Movie stunt pilots, Phoebe Omlie and Pancho Barnes; air racers Louise Thaden, Jackie Cochran, and Blanches Noyes; Ruth Nichols' distance record; and Earhart as first woman to cross the Atlantic, all fortified the skilled female band of pilots which later spurred the Women Airforce Service Pilots (WASP) who flew over 60 million miles in every type military aircraft during WWII.

Today's aviatrix comes from this proud and talented group of gutsy record-breaking flyers. After such accolades in aviation, what accounts for the low percentage of female flyers today then? And how did the 6% adapt to a mostly male-oriented, quasi-military based flight instruction where fear isn't condoned and earn their license anyway? What wisdom could they share with present females who hesitate to fly, or drop out during flight instruction, because they lack confidence? Of the top ten barriers that stop women from learning to fly, Dr. Penny Hamilton's research identified one about cost, three

related to instruction, and the rest basically dealt with women's confidence, an essential component needed to beat fear.

Flying generates anxiety, at times, in most pilots. Especially for specific early training maneuvers such as stalls, causing white-knuckles for both men and women. Yet danger is only half of the truth about flying, the part that gets attention, because aviation's commitment is, understandably, "safety first." The flip side is the fun and awe of flight, which attracted most in the first place. Wonder combats fear in the moment and also is useful when debriefing a stressful flight situation afterwards. When positive feelings dominate, especially one as intense as awe, fear cannot prevail, like being unable to feel relaxed and stressed in the same moment. This would be helpful to know before the first solo flight, right? Since we become what we think about, it's important to veto fear and promote positive feelings to better ensure success. Thinking about fear builds fear; emphasizing joy, increases joy. They cannot co-exist. A supportive circle of friends or instructors boosts confidence. Learning is easier and retained longer when we stay positive and surround ourselves with positive people, according to educational research, regardless of the challenge.

Awe created success during my first solo flight. Naturally, I was nervous, worried if I could really land a plane alone, keep the center line, and not over-correct. If winds picked up, I wasn't confident about crosswind landings. But I decided the night before, I would smile, focus on all the wonderful things around me, feel the sensation of flight, and enjoy myself. Rather than focus on performance, I focused on fun.

When alone for the first time, I didn't freeze; I smiled. My heart started

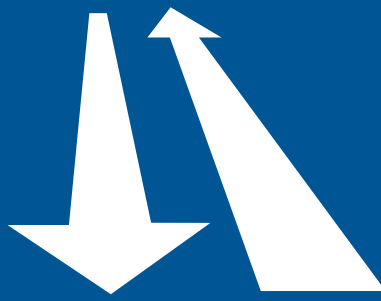
racing so I took a deep breath and taxied into position. Next, I reminded myself this was about fun and I had the basic skills to solo. When I moved the throttle forward and felt the aircraft lift into the air, I wasn't smiling anymore. I was grinning. On climb-out, I noticed I wasn't alone. I shared that flight with a bright yellow low-flying crop-duster banking S-turns 700 feet below me spraying a field located on the downwind leg. From there, I extended each base into tear-drop finals to avoid the annual nesting flock of Sandhill Cranes up for a mid-morning wing-stretch, a common approach during most of my dual-instruction. That was a lot going on for a student pilot and it was easy to start feeling overwhelmed. A healthy balance of anxiety is necessary to successfully land five touch-and-goes without mishap, but too much would have been disabling. What I recall most is the wonder of joining an assortment of wings in the same pattern, mechanical and alive. Who gets to do that? The awe of that flight kept my anxiety in check and, 20 years later, the joy of that flight remains etched in my mind. I can't help but grin when I think about my solo flight today.

Here's the difficulty for many women: Society often protects females from danger and while very noble, it can rob women of self-reliance which is the very foundation of confidence. How a woman confronts fear determines how she will master flying...and her life. Rather than being controlled by angst, women learn to manage it. Taught in a variety of ways, coping skills for fear could enhance flight instruction

See Challenge

Continued on page 24





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Numbers

Continued from page 14

program, provide just as legitimate a career path as traditional higher-learning institutions and should seek to be included in such events by sending a CFI and mechanic to highlight overlooked career opportunities.

In an effort to increase the pilot population, The AOPA Foundation has announced that it will award nine \$5,000 flight training scholarships this year. While certainly a welcomed effort by the AOPA, imagine if, instead, they awarded eight scholarships and took a different approach with the ninth one. Instead of paying for a portion of one person's training, they could pay for 100 discovery flights. That money could be divided between local flight schools who wish to participate in career fair-type events where discovery flight coupons can be given to interested high school students, or even donated to schools to be distributed at the discretion of the school. This proposal uses a business-minded approach for an industry in the business of creating more pilots.

The award of a single \$5,000 scholarship will assist in producing only one new pilot. The money could be better utilized if applied toward getting more people in the door. Besides, figuring out how to get through flight training without the benefit of a scholarship can help a student build the resourcefulness required to pursue further training and continue being an active pilot once completing primary training.

With the "discovery flights for all" approach, we just got 100 people in

the door. Let's say they brought a friend to ride in the back; that's 200 people. Family members showed up to take pictures; 300 people. Those pictures all circulated on social media; 1,000 people just found out about the GA opportunities at their local airport in a personal way. Specifically targeting high school-age individuals is key to making aviation introductory programs successful because these individuals are at an age where they can actively move toward their career interests. Nobody really makes any money from discovery flights and they can even become burdensome, but think of them as the food samples at Costco; you had no intention of purchasing that family sized box of spring rolls until you came across that tray of conveniently placed bite-size morsels of exotic goodness. There are other recreational businesses actively competing for customers with marketing designed to convert the interested into the enthusiast. Advertisements for ATVs, motorcycles, camp trailers, hunting and fishing are not hard to find. When was the last time you saw a billboard offering an unforgettable experience in an R22?

Other initiatives that could potentially produce more pilots as well as showcase recreation and vocational opportunities include airport open house events. It doesn't need to be a costly and complex endeavor to open the ramp for the curious public to bring their families out to look at the airplanes. Many hangars have some really interesting flying machines complete with even more interesting owners who would love a chance to show off their contraptions and share their stories. Making open houses a community-side airport event rather than an FBO initiative could mean the

airport or the city would help with advertising. These types of events can prove beneficial in a time where costs and increased environmental concerns have prompted some municipalities to consider closing local airports. Let's face it, now is a time where gaining support for GA airports and building alliances with the local populace can have far-reaching consequences.

Consider the current battle for Santa Monica Airport (SMO). Supporters have launched an impressive campaign to save the storied California airport from city officials and citizens that would like to see it made into a park. Airport advocates are seeking support and spreading the word through a dedicated website and social media campaign that includes video documentaries of families experiencing the joys of aviation and showcasing the value of SMO to the community. All of these efforts are reactive. One wonders if a proactive approach to integrating the airport with the community prior to the negative publicity could have prevented this tussle from getting so far.

Flooding the skies with a bunch of curious teenagers and organizing an airport open house may not be the answer to increasing the pilot population and raising our profile with the public, but these ideas represent a needed shift in thinking. I am grateful for the organizations and the many volunteers that work hard to preserve our freedom to fly and help keep flying enjoyable. Real preservation comes through regeneration. If we don't have any pilots to take advantage of a third-class medical exemption or a meticulously maintained mountain airstrip, the fruits of those efforts will eventually dry up. Let's get creative in looking outside the hangar and into the non-flying community to share our passion and ensure a promising future for GA.

Jason Hawkins is a Nampa, ID based CFI. He is also the founder of Rise Above, Inc., a nonprofit organization created to teach at-risk youth how to build and fly kit airplanes. Jason@RiseAboveAmerica.org.

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Obstacle Illusions: Transforming Adversity into Success by Stephen Hopson

By Laura Adams
ITD Division of Aeronautics

Every spring a group of Experimental Aviation Association members gather at the Gooding airport and volunteer to give students from the Idaho School for the Deaf and Blind rides in their airplanes. On May 5, I participated in this event for the first time. Despite chilling winds on this cold, brisk morning, the children were huddled excitedly around tables waiting for their turn. A group of them were doing school work on iPads, and I overheard a conversation about how much they had been anticipating the flights. One girl was briefing the others on what to expect based on her experience last year.

Have you ever imagined what it would be like to fly on an airplane as a person who is deaf or blind, or beyond that, to be a pilot who is deaf? In his book *Obstacle Illusions*, Stephen Hopson relays his thrilling evolution from a deaf child with low self-esteem into a powerhouse of confidence as an award-winning Wall Street stockbroker, the first deaf instrument-rated pilot, and a transformational speaker.

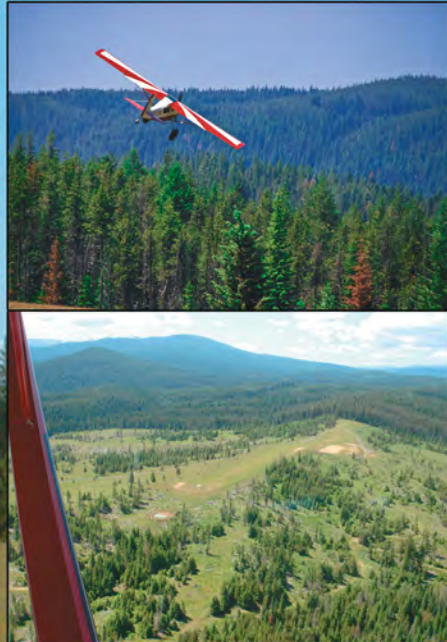
At four-years-old Stephen announced his dream of becoming a pilot to the family. They reacted predictably with "Stephen, you're deaf, you can't fly." Rather than taking this to heart, Stephen accepted it as a challenge. He said, "You can either see challenges as horrible things or you can see them

as lessons to be learned. Are so-called 'problems,' really problems or are they learning experiences? I choose the latter. It's all about how you perceive what happens to you and then how you respond to it that makes the difference."

The longing to fulfill his life-long dream of becoming a pilot fueled his courage to give up a lucrative 15-year career on Wall Street in exchange for work more meaningful to him. In order to begin building an inspirational speaking and writing career, Stephen found a part-time

See Illusions

Continued on page 22



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Illusions

Continued from page 21

flight services job at a small airport in Troy, Mich., in addition to a jovial flight instructor who became one of his dream holders.

As you can imagine, flying deaf presents additional communication-related work-arounds. The FAA has given Stephen a waiver to fly with a required crew member who can handle the radio for him when instruments are required. Otherwise, on nice days, he is able to fly by himself in and out of airports without a tower. He noted that of the 12,000 airports in America, only 700 have control towers. When he flies alone into a controlled tower airport,



Students wait for a flight. Photo courtesy of Chuck Strough

advanced authorization is required. Light gun signals are used in place of radio communication.

While the first half of the book recounts his path to overcoming life's challenges, the second half elaborates on flying tales in great detail, including his first solo, as well as "the never-again flying experience." All in all, this book insightfully reveals what it's like to be deaf and what it takes to succeed no matter who you are.

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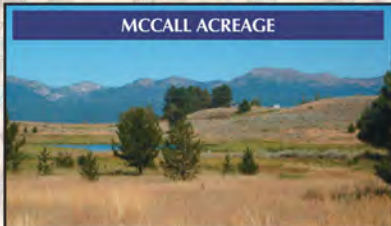


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Challenge

Continued from page 18

enough to motivate more women to fly. How anyone handles fear becomes the story of their life for soon it develops into a pattern of either living large or avoiding most.

All women are invited to participate in an Open-Air-Heart Challenge (OAHC), a flight-life action plan to build competency and joy of flight simultaneously. Using a tailored woman-wise airmanship program to encourage female pilots to overcome anxieties of flying can often positively transfer confidence to other areas of life. Ideas for this challenge might include: take an orientation flight, get an instructor that compliments your learning style, earn a new rating, fly to a novel destination, join the 99's, or plan a flying adventure with women pilots. Some don't feel much flying

anxiety. Others have more than their share. Everyone is respected. Over-achieving discourages motivation so keep the goals reachable.

It's important the goal be:

1. Realistic (baby steps are great)
2. Specific
3. Measurable (specific rating, tailwheel endorsement, fly-in adventure with women pilots etc)
4. Experiences shared with other women pilots
5. Fun

Decide what you want to improve. Since awe is a major part of this flying challenge, build fun into every goal.

Feel free to contact me at backcountryflygirl@gmail.com with questions, goals, progress, set-backs,

and how life changes overall. Women learn best in a supportive, positive environment where their strengths and learning styles are honored.

Join this "open air-heart" approach dedicated to inspire women to fly and keep flying.

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