



# RUDDER FLUTTER



Summer 2015



Serving Idaho's Aviation Community for over 65 Years

Vol 61, Issue 2

## The Color of Aviation: More than just flying

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

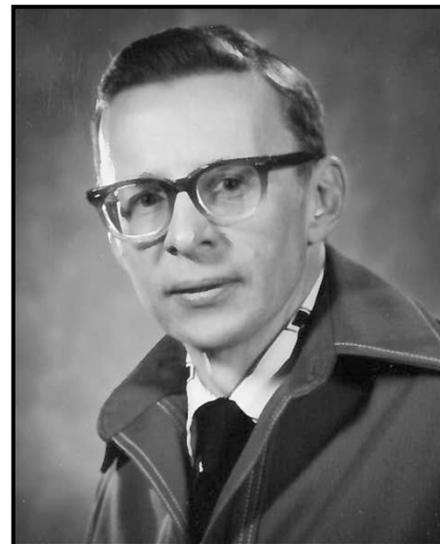
At the Boise Airport, we are fortunate to have a pilot who boasts working in Idaho Aviation for more than five decades. Bill Scherer, owner of Boise Aircraft Sales, LLC located in the Jackson Jet Center, can tell you just about anything you want to know about the history of our airport. In 1958, Bill began flying from the old Boise airport, Bradley Field, and in 1963, he began working here at Gowen Field.

The classic example of an aviator and salesman, Bill has done it all, including four years of flying as a postman along the Middle Fork of the Salmon River. Without a military or commercial

airline pilot background, Bill has maintained a steady career in aviation by being willing to do pretty much anything to remain gainfully employed. Neither of those career choices were an option to him in the 1950s, because he required corrective lenses.

Like so many pilots, Bill's initial interest in aviation was merely a hobby. After graduating from Boise High School in 1954, the last graduating class when Boise High was the only high school in town, Bill worked summers as a surveyor along the middle fork of the Boise River. Every day, he noticed a pilot flying east in the morning and west in the late afternoon. Bill was inspired to give flying a try.

Ray Peterson was his first instructor at Bradley Field. Bill recalled the Skytel (hotel) located on the field built by a San Francisco mining company to support the Stibnite and Patterson mines. It cost him \$5 to rent a plane and \$3 an hour for the instruction. Three years later, he



**Bill Scherer**

obtained a private rating from Milt Sparks and Tommy St. Clair, owners of Sparks Flying Service at BOI.

“My father was instrumental in supporting my pursuit of aviation,” Bill said. “Some of his accounting clients owned airplanes. Back then, it was not uncommon for small business owners to have aircraft. Dad got me a darkroom technician job with AMCO, an aerial mapping company.” His father also worked out a deal with another client, Sparks Flying Service, trading accounting services for Bill's flying lessons. Soon, Bill was promoted to an aerial photography position with AMCO and obtained his commercial rating, while piloting the company's Cessna 180 between jobs.



**Taking off at Lower Loon Creek Landing Field**

**See Color of Aviation**

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# From the Administrator:



The Division of Aeronautics serves all pilots by providing safety briefings, *Rudder Flutter* articles and the annual Safety Standdown

event. This year a new tool will be available to pilots and flight instructors. The **Idaho Aviation Accident Scorecard** (IAASC) is a compilation of all statewide GA accidents. Utilizing NTSB analysis, the scorecard provides a snapshot of

the Idaho GA safety record. This information is provided to Idaho CFI's and flight schools with the goal of augmenting flight training accordingly. A problem well defined is a problem half solved.

In 2013, loss of control while maneuvering and landing appear to be the most common accident contributors. (The 2015 IAASC includes data from 2013, allowing for the most recent finding by NTSB.) Other noteworthy conclusions in the report are:

- 70% of the accidents involved Idaho-based aircraft.
- 80% were attributed to pilot error.
- 75% of fatalities were flying in a backcountry environment.

The full IAASC report can be found at the Aeronautics website, [www.itd.idaho.gov/aero/publications](http://www.itd.idaho.gov/aero/publications).

I'm going to go out on a limb and argue that GA pilot proficiency requirements are one of the problems. Compared to airlines, GA currency is much less rigorous than those of airline pilots. GA pilots are much more likely to have longer intervals between training sessions and longer intervals between flights. When I was an aircraft owner, my mechanic oftentimes chewed me out for allowing the Cessna to fly too little, causing cylinder condensation and hardening of hoses. Maybe a little chewing out by my CFI for only flying once every 90 days would have been equally appropriate.

By regulation, GA pilots typically need to complete a flight review, consisting of 1 hour of ground training and 1 hour of flight training, every 24 months. Maintaining and improving skills, and the conduct of safe flight depends a lot more on individual motivation and judgment, potentially leaving pilots unprepared for situations that can lead to loss of control.

We are taught very early in flight training to avoid conditions that can lead to an aerodynamic stall, especially situations approaching critical angle of attack and decreasing airspeed. This is particularly true at low altitudes, where pointing the nose of the airplane down – an effective recovery technique at higher altitudes – can be a pretty limited option for stall recovery.

My challenge to Idaho pilots is to make 2015 the year of consistent proficiency. My own plan is to not let two weeks lapse without flying and to attend Rich Stowell's good landings/bad landings event in Cascade on June 20.

I hope to see many of you flying this summer.

Tailwinds-

**Mike Pape**

ITD Aeronautics Administrator

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# 2015 Aviation Art Contest

In 2014, after a long hiatus, the art contest was revised and started again. With only 12 submissions, we began to wonder if students were interested. Then in 2015, the contest gained momentum and we received 81 pieces of artwork from across the state! Way to go Idaho!

Aeronautics would like to congratulate the winners:

## K – 4th Grade:

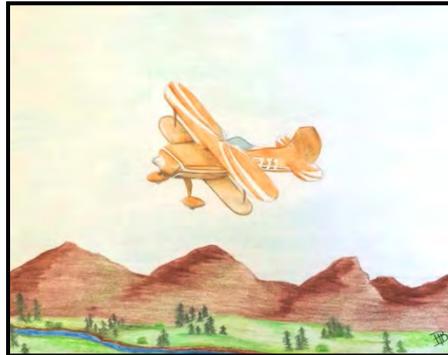
1<sup>st</sup> Place – Jonah, Hidden Springs Elem., Boise



2<sup>nd</sup> Place – Caleb, Garden Valley Elem., Garden Valley  
3<sup>rd</sup> Place – Wyatt, Garden Valley Elem., Garden Valley

## 5th – 8th Grade:

1<sup>st</sup> Place – Hope, Idaho Art Lab, St. Anthony



2<sup>nd</sup> Place – Brandon, Eagle Rock Middle School, Idaho Falls  
3<sup>rd</sup> Place – Isabella, Garden Valley Elem., Garden Valley

## 9th – 12th Grade:

1<sup>st</sup> Place – Gage, Idaho Arts Charter School, Nampa



We would also like to say “Thank You” to the participants for submitting artwork and making this contest the best so far!

## Council

Alden  
Gaven

## Boise

Ava  
Havana  
Helen

## Grangeville

Jeffery

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Leyton

## Lewiston

Bailey  
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Stacie

## Middleton

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Jodee

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Cara  
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Kaelynn  
Makayla  
Madeline  
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Conor  
Emma  
Emmeline  
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Jay  
Jayden  
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Kaden Z.  
Keyper  
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Maximus  
Megan  
Mia  
Nate  
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- Idaho State Communications (800-632-8000)
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# Closest Call



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

What's the closest call you've ever had? This is one of the most common

questions I am asked when others learn I am a pilot. I have counted myself as fortunate that I have not had many. Here is one of mine:

Unfortunately, sometimes the only way to really learn and understand a concept is through experience. So it was with me one day as a fairly new private pilot, flying a small, single-engine airplane. Between ground school, flight training magazines, and discussions with my flight instructors, I am sure that the subject-related material had been presented to me a couple of times. But it wasn't until this particular day, that it really sunk in.

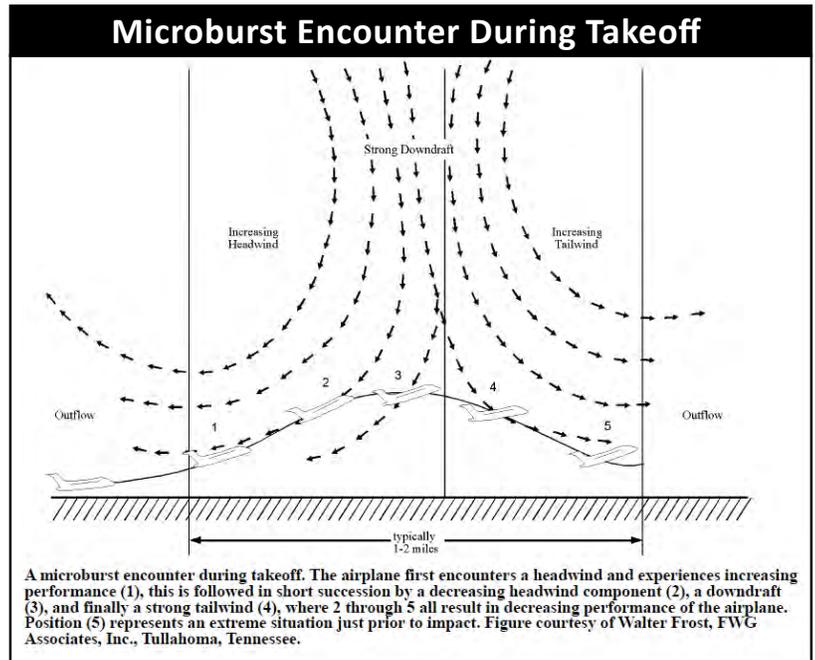
It was a typical late summer afternoon in the Western US; lots of towering cumulus clouds and some isolated thunderstorms. I was on a long final approach into my destination airport. On about a 4-mile final and around 1000 ft. AGL, I hit the hardest turbulence I have ever felt. Within 2-3 seconds, my airspeed dropped about 15 kts. and I was forced into a 1500-2000 ft/min descent. At this altitude and rate of descent, I would be forced into the ground in 30-45 seconds. I added full power and did my best to maintain my airspeed above stall. I was struggling to maintain a wings-level attitude and approaching stall speed (the stall horn intermittently activated two or three times). I was able to arrest the descent to about 1000 ft/min. Despite wearing shoulder harnesses, the turbulence was slamming my head into the roof. Finally, about 15

seconds into the event, at about 500 ft. AGL, I was able to regain a safe airspeed and achieve a positive rate of climb. I was pretty shook up at this point. I remember my hands were shaking as I was trying to change frequencies while departing the area to proceed to a different, nearby airport.

After landing and exiting the airplane, I could feel that "weak in the legs" feeling as I struggled to walk. I have never felt so happy to have my feet planted back on the ground. After settling down, I began to collect my thoughts to figure out what had happened. After mulling it over, and reliving the situation in my mind a few times, I realized what I had just experienced. A microburst!

As I reflected on the situation, I could remember seeing a dark cloud hovering over my final approach path, and some dust being stirred up on the ground underneath it. I had failed to recognize the signs of a microburst! I felt embarrassed. I felt ashamed (I had a wife and two children at home). I felt lucky! What if the microburst was just 2-3 miles closer to the airport? In that case, I would have been at a much lower altitude, and, as a result, may have had no room for recovery and the consequences could have been disastrous!

With the summer flying season in full swing, let's review the phenomenon of microbursts. First off, what is a



**Figure 1**

microburst? A microburst is a small, intense downdraft which, upon reaching the surface, spreads outward in all directions. This causes both vertical and horizontal windshear which can be intense enough to be very hazardous to aircraft, especially at low altitudes. See Figure 1 for a graphic depiction of a microburst encounter during takeoff.

## Characteristics of a Microburst

**Size:** Between the 1,000-3,000 ft. AGL, the typical microburst downdraft is less than one mile in diameter. In the last 1000 ft. AGL, the downdraft begins to spread out horizontally in all directions to about three miles in diameter.

**Intensity:** Downdrafts can be up to 6,000 ft/min. Horizontal winds at the surface in excess of 100 knots are possible. But the average microburst has a peak wind speed of 25 knots. As an aircraft transitions across the microburst, the 25 knot headwind becomes a 25 knot tailwind, resulting in a 50 knot windshear!

**Duration:** From the time a microburst hits the ground to when it dissipates is usually less than 15 minutes. But, some may last up to 30 minutes. A microburst's winds



typically increase during the first five minutes, and then weaken for the rest of its duration. However, it is possible to have successive microbursts a few minutes apart in one location, making it seem like one very long microburst.

**Visual Signs:** Microbursts commonly occur in heavy thunderstorms. These are easy to avoid as they are very apparent. However, microbursts do not require a thunderstorm. They can also occur with much weaker, benign looking cells; cells which have very little or no precipitation that reach the ground (known as a dry microburst). The visual cues of this type of microburst can be difficult to discern. When precipitation is absent at the surface, visual clues of a microburst include virga or a ring



**Figure 2**

of blowing dust at or near the ground. When over open water, a visual sign could be a relatively small disturbed area (white caps, waves, etc.) when compared with the rest of the body of water. Figures 2 and 3 are pictures of visual clues of a dry microburst.

**Considerations**

RADAR (onboard or NEXRAD) does not easily detect microbursts! RADAR detects precipitation only. While there may be a microburst associated with a RADAR echo, one can occur without any RADAR detection.

Never fly through a microburst! If you suspect a microburst is occurring at or near the airport of your takeoff/landing, by delaying your arrival/departure by a few minutes, the microburst will likely dissipate, allowing for a safe takeoff/landing.

If you do inadvertently encounter a microburst (or any windshear which



**Figure 3**

could be hazardous), FAA Advisory Circular 120-50A advises, "...pitching toward an initial target attitude while using necessary thrust to effect escape. The objective of the

recovery technique is to keep the airplane flying as long as possible in hope of exiting the windshear." What is "an initial target attitude"? It is my opinion that it is the pitch attitude that will minimize descent rate while still allowing for an airspeed above stall. Full power should be applied. Remember, you are trying to fly the aircraft to the other side of the microburst. But in case you don't make it, upon ground contact, you want to be at the slowest airspeed and descent rate possible.

Thinking back to my microburst encounter, I recognize how lucky I

was. For you, I hope that you will not need luck. Instead, I hope that you will recognize the signs of a microburst and be able to steer clear of it.

**Sources:**

- Aeronautical Information Manual 7-1-16
- National Weather Association, Thunderstorms and Flying Course
- Aviation Weather*, 2nd Edition, Peter W. Lester

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# Who's the Inspector?



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

What is an inspection? An inspection is an established

procedure used to determine the condition of that which is inspected.

We all are inspectors. We analyze almost every aspect of our lives. Our vehicles are inspected for safety and emissions. If we get pulled over on the highway, the State Trooper inspects us for license and registration. Building inspectors look for those conditions which meet established criteria. We even look over our plate of food when brought to us in our favorite restaurant.

Let's turn our attention to aircraft inspections. If an inspection is used to determine the condition of our aircraft, then what standard are we using for this condition? And how do you know that you have received a good inspection from your maintenance shop?

Is it airworthy or is it not? That is the question which prompts inspections. The definition of Airworthy is: "An aircraft which meets its type design or properly altered condition and is safe for flight," and the inspection is the tool used to determine this state.

Pilots, owner/operators and mechanics share the responsibility of keeping an aircraft airworthy. For example, the pre-flight inspection helps us determine if the conditions are in the "safe for flight" category. We check fuel

and oil quantity, tire pressure, and general condition of the aircraft. Weather and NOTAMs are also pre-flight items.

FAR 91.409 describes the requirements for Annual, Progressive, and 100 hour inspections (scheduled inspections). FAR Part 39 describes Airworthiness Directives (AD's), which may contain special inspections. Instructions for Continued Airworthiness (ICA) for Supplemental Type Certificates (STCs) include inspections for the modifications done per that STC. This is just a short list of potential inspections. It is required by FAR 91.403 for the owner/operator to know what inspections are needed for their aircraft and that they ensure completion.

An inspection includes not only the physical inspection of the aircraft, but also a review of the maintenance records. Testing is involved as well, such as the ELT testing as required in

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FAR 91.207 (d) and Pitot/Static and Transponder tests as required by FAR 91.411 and 91.413. These inspections help determine the “meets its type design or properly altered” condition and also its “safe for flight” status.

The industry standards we use in aviation today are steeped in a somewhat hard-learned history and are laid out for us in documents from the FAA, aircraft and engine manufacturers, avionics and component manufacturers, and other industry leaders. The NTSB provides recommendations to the FAA as problems arise. The criteria for these standards provide the procedures that we use to determine airworthiness.

So what are the indicators of a good inspection? I recently had the opportunity to do a cursory review of an aircraft’s maintenance records (and the reason for this article). It was a twin Beechcraft. I looked at the latest entry for the annual inspection. I

found the entry was minimal and had very little detail as to what was done to this aircraft. That struck me as odd as did the invoice... \$500 for an annual inspection on a twin engine airplane? I wondered how well this aircraft had been inspected.

A good indicator of a well-performed inspection would be a complete logbook entry as required in FAR 91.417. A good logbook entry will include part numbers and serial numbers of those parts replaced and a complete list, with details, of AD’s and service bulletins complied with to include when the AD is next due. The more detailed you find your logbook entries, the more confident you can feel about the inspection you have received and it also assists the mechanic that inspects your aircraft the next time. Ask for the FAA Form 8130-3 for each part replaced to know you have received a genuine FAA approved part. An itemized invoice is a good indicator of a

## SAFETY ALERT

**Statistics – 2015 to date**

**6 Accidents**

**3 Fatalities**

thoroughly-performed inspection as well. If the maintenance shop takes the time to provide detailed entries in your records, then it’s a good sign that they spent quality time inspecting your aircraft.

Review your maintenance records; visit with your maintenance professionals about your airplane. These are the best indicators to gauge the quality of inspection your aircraft has received. After all... while the maintenance technicians approve the aircraft for return to service...the pilot actually returns the aircraft to service.

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# That Gut Feeling

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



The subject of this article includes a discussion of going or not going, but it is not about decision-making in dicey weather. The stomach and small and large intestines, constitute the gastro-intestinal (GI) tract, the food processing system of the body that turns food into the fuel to power our various functions. You'd get about as far without it as your

plane without gas (gliders and Breathairians, excluded. For your information, Breathairians believe they need only air to sustain life. It is not a large cult).

The stomach uses strong, hydrochloric acid to dissolve the mass of chewed food and drink that passes into it from our mouth, through the tube of the esophagus. Enzymes in saliva also help with this process. The reason the stomach doesn't digest itself is that the cells that line the interior secrete mucous that coats the stomach wall. Most aspirin-like drugs interfere with the production of this mucous and this lets the acid (pH 2!) get to the muscular wall of the stomach. Erosions from this are called stomach ulcers. If the erosion gets into a blood vessel, it becomes a

bleeding ulcer. Older pilots can tell the youngsters about victims of stomach ulcers being rushed to the hospital for major surgery and blood transfusions that, even with the best of care, didn't always rescue them from bleeding to death.

About 30 years ago, the medical field began to really understand this process and develop medicines that have almost eliminated stomach ulcers as a cause of death. Smoking and alcohol increase the risk of ulcers. Spicy food does not (unless you spice your food with hydrochloric acid). Some ulcers are related to bacteria that can be treated with antibiotics. Drugs are available to block the production of stomach acid. They are much more effective than antacid medicines.

From the stomach, the food mass passes into the small intestine. This is about a 20-foot-long coiled tube (interestingly, it is usually slightly

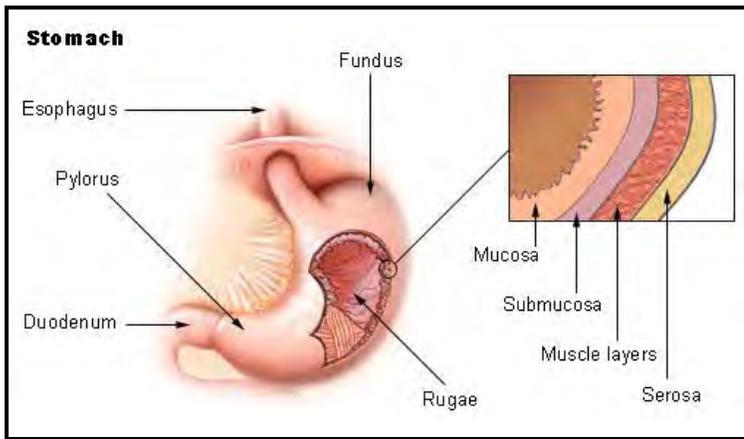
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suddenly incapacitate a pilot and prevent safe aircraft operation. Ulcers in the stomach or intestine (usually from autoimmune or genetic conditions like ulcerative

for recurrence or possible spread of the cancer.

There are things you can do to help prevent problems with your GI tract. Quitting smoking and moderating alcohol use are very helpful. Those of you who follow this column know that next we always say diet and exercise, and, of course, you're correct.

Obesity is a strong risk factor for colon cancer. Increasing dietary fiber is also helpful. We do not recommend that you eat cardboard (although those of you who have adopted electronic flight bags (EFB's) probably do have a lot of old chart lying around). Instead, we recommend you eat plenty of fresh fruits and vegetables. You might consider a dietary supplement to get to the recommended dietary level of fiber (about two ounces a day). Wheat or oat bran is a great source, and can be added to bread, cereal, soup, sauces, stews, casseroles and meatloaf. It is inexpensive (usually under \$1 per pound from stores that sell bulk foods). It also has extra benefits to help with weight loss, control of lipids and glucose, and with constipation. Most of the pills or powders sold to increase dietary fiber do not have enough fiber, are too expensive, and cause repercussions — refined fiber tends to cause more problems with gas (not the kind you can use to power your plane).

longer in women than men) where, in the course of a few hours, the food mass is further digested by enzymes secreted by the pancreas and liver. This process breaks the food into basic protein, fat and starches, which can be absorbed through the intestinal cells into the blood stream to be transported to and fuel the many cells of our body. Ulcers sometimes occur in the upper part of the small intestine, called the duodenum. Intestines can also be perforated by bits of bone or other hard substances not broken down by the acid of the stomach, or they can be blocked by a mass that cannot be passed.

What is left over is transported by rhythmic contractions of the muscle wall (this is called peristalsis) into the large intestine. There, most of the excess water and salt is absorbed and resident bacteria further process the concentrated mass that is finally passed as stool through the anus.

Pockets in the wall of the large intestine may form. If they become infected or inflamed, it is called diverticulitis. There are a number of toxins, poisons, infections and autoimmune diseases that affect the processes and structures of the GI tract. They may cause gradual problems by interfering with absorption of nutrients, development of cancer, or sudden, catastrophic illness, severe pain or even death.

The FAA is mostly concerned about diseases with the potential to

colitis or Crohn's disease) may suddenly disable a pilot. A pilot with these diagnoses is not permanently grounded, but has to go through the Special Issuance process. The protocols are relatively straightforward and mainly require documentation that the disease is well controlled with treatment and that the treatment itself doesn't cause side effects likely to impair function. They are covered in CACI (conditions for which the AME can issue) and, for more severe conditions, in AASI (AME-assisted special issuances — where the AME can issue subsequent medical certificates after the initial review by the FAA). Pilots should take all relevant and recent medical records to avoid unnecessary delay.

Even GI cancer, if caught early, can usually be cured. Regular screening for colon cancer is recommended for everyone between the ages of 50 and 70. This usually involves colonoscopy, in which a flexible tube is passed through the anus into the colon. This tube has a light, a scope and a third passage for tools. If a growth is found, it can be cut off and pulled out for examination to see if there is cancer. If there is, this tool can help ensure it is fully removed without leaving any residual cancer cells. There are other, less invasive tests, including testing stool or blood samples, but they do not localize or allow removal of the cancer if they come back positive. The blood test is also used to check for recurrence of the cancer, once it has been removed, and is required by the FAA to screen

One last topic for discussion is the diagnosis of Irritable Bowel Syndrome (IBS). IBS is a poorly understood condition that causes alternating bouts of constipation or diarrhea, abdominal pain and is often associated with muscle pain, fatigue and depression. It also can cause symptoms severe enough to be of concern to the FAA. There are many treatments offered for this, but none consistently work. Regular exercise, a healthy diet, weight control, and avoidance of tobacco and alcohol are probably the best approaches.



# Radio Chatter

By: Tammy Schoen, Editor

Welcome New Pilots!  
- Kamiah -



Nick Grachanin reports that they have had several students solo: (photos in order top to bottom) Gerad Poxleitner, Darin Pierson, Danyel Rich, Clint Riener and Matt Klein. Congratulations to everyone!

DRONES  
Unmanned aircraft

As they become more popular, drones are also becoming an issue around airports and areas where planes regularly fly. In an effort to help the public know the rules and understand the issues, there is a website dedicated to providing information on this subject. [www.knowbeforeyoufly.org](http://www.knowbeforeyoufly.org) outlines the facts and regulations you should know before flying. Please be a responsible operator and check the website to ensure you are operating in safe airspace.

A California company has already released AirMap, a free, web-based digital map that is accessible to any device with a web browser. This app highlights various types of controlled airspace and helps operators confirm they are operating outside of areas where unmanned aviation is prohibited or restricted.

The FAA is also working on a new smartphone application designed to help model aircraft and unmanned aircraft (UAS) users know if it is safe and legal to fly in their current or planned location. Although the app is not yet available, it will be beta tested this summer with a release to the public later this year. In the meantime, be safe when flying and check the information at [www.knowbeforeyoufly.org](http://www.knowbeforeyoufly.org). Be aware that it is illegal to fly within five miles of an airport, per the FAA.

New Aerospace  
Museum - Spokane

A new 40,000-square-foot hangar will be constructed at Felts Field and will be called the Felts Field General Aviation Flight Center. One of three bays will be home of Honor Point Military and Aerospace Museum. Design work has started and Bobby

Hatley, project manager for the museum, said the volunteer organization behind Honor Point has up to \$1 million in corporate commitments for donations to get the project started. A fundraising drive is expected in the near future to help cover the anticipated \$4 million to \$6 million needed to complete the interior design and displays. Look for more information on the progress in future editions of the *Rudder Flutter*.

Bert Zimmerly Plaque  
Dedication - Lewiston

For the past 50 years, a plaque commemorating the contributions of Idaho aviation pioneer Bert Zimmerly has rested on a hillside overlooking the Lewiston-Clarkston Valley. It had to be removed earlier this year due to the deterioration of the concrete base. On June 26 at 2 p.m. there will be a rededication ceremony at the Lewiston-Nez Perce County Regional Airport and the plaque will be displayed on a wall inside the airport terminal. Public is invited to attend.



Back in Business  
- Sun Valley -

Amongst public challenges and weather delays, Sun Valley Airport persevered and reopened for business on May 21. The airport closed April 26 to begin construction necessary to bring the airport into compliance with the FAA airport design standards. The \$34 million project was needed to accommodate separation between the runway and taxiways. Contractors removed the remainder of the east side taxiway that paralleled Highway 75, moving the north half of the west-side taxiway 70 feet west. They also demolished six hangars and reconfigured the parking lot. Included in the work



done was a remodel to the terminal with commercial flight parking and a baggage claim area. If you are in the area, stop by and say "Hi" to the staff and see the new facilities.

## Congratulation BOI - Boise -

At the 2015 Boise Metro Chamber of Commerce Small Business of the Year and Chamber Excellence Awards, the Boise airport was recognized as the Government Advocate of The Year. Rebecca Hupp, Boise Airport Director accepted the award.



## 70 Years of Humanitarian Service Mission Aviation Fellowship (MAF)

Seventy years ago, MAF was established by World War II pilots with a vision for how aviation could be used to take the Gospel to remote parts of the world. The global ministry organization is headquartered in Nampa, Idaho. With its fleet of light aircraft, MAF provides transportation for churches, medical teams, missionaries, relief agencies and others working in the most isolated corners of the world. MAF serves in 31 countries, and is currently coordinating air transportation to devastated areas of Nepal following two major earthquakes this spring.



**MAF's new Kodiak float plane will soon be serving small riverside villages in Kalimantan, Indonesia.**

Photo courtesy of MAF

## Do you want a **FREE** subscription to the **Rudder Flutter?**

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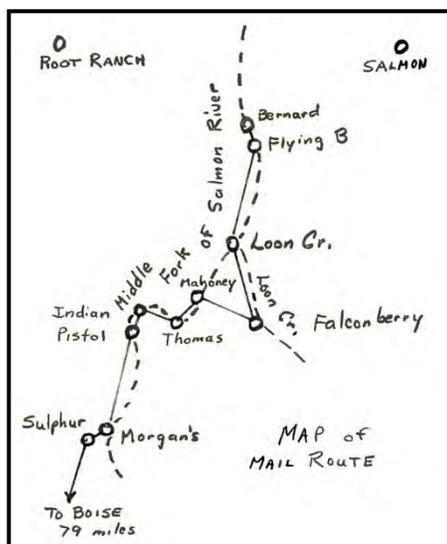
# Color of Aviation

Continued from page 1

Parachute jumping was the new thrill for adventure-seekers, like Bill, in the late 1950s. Although he trained and made 10 jumps, Bill profited from this sport by flying other jumpers in Cessna's at airshows in Idaho Falls and Salmon. During an early 1960s Salmon River Days event, Bill got his big break when he bumped into Mike Loening at a local bar. Loening offered him a summer job at his Twin Peaks dude ranch, located between Salmon and Challis, with a promise to help Bill obtain an instructor rating.

Bill's day job included cleaning the pool, cutting hay, and working as a hunting guide at the Root Ranch, while bartending in the evenings on occasion. In exchange, Loening instructed Bill in backcountry flying.

In 1963, Loening bought Roberts Flying Service, established Loening Air Inc., inherited the Middle Fork mail run, and became a Cessna dealer. He assigned Bill the Wednesday mail run from the Boise operation between June and November. "Because we were a dealership, there wasn't a plane designated for this route," Bill explained. "I flew a different plane every week. Back then, most of the ranchers owned planes for hauling their own freight. The route was strictly a mail loop flown on a tight



schedule because of all my other duties back at the office. My involvement with folks along the river was minimal compared to the relationships and services Ray Arnold has developed."

Working at Loening Air, Bill also managed the Fog Removal Project for the Boise Airport from 1963 to 1969. In order to improve visibility at the airport from March through November, Bill and his crew developed a fog-removal process modeled after a new technique used in Oregon. When on "fog patrol" they flew a Cessna 206 with a big hole in the bottom and funnel, dumping dry ice pellets above the fog until the visibility minimums were met. Bill Scherer and fellow employee, Norm Ashe, often circled the airport up to five hours at a time. This turned out to be highly profitable for all the pilots involved. During the better-weather months, Bill worked in the office, flew charter flights, sold planes and gave instruction. Cessna started a \$5 introductory "learn to fly" first lesson promotion, and Bill especially enjoyed enticing potential students with those rides, and then, he turned them over to regular instructors.

"In those days, the highlight of the month was the popular wholesale airplane auction held in Las Vegas. We all looked forward to it," he said wistfully. Bill and Loening also flew Governor Don Samuelson, 1966 gubernatorial candidate Charles Herndon, and Idaho Senator Frank Church. On one particularly memorable flight over southern Idaho's tall mountains, ardent wilderness supporter and photographer Ernie Day snapped the famous, iconic Castle Peak photograph in the White Cloud Mountains. The photo helped convince legislators to stop a mining company from digging a huge quarry in the middle of the range. It



Pilot Bill Scherer loading mail sacks.

eventually graced the cover of Life magazine, and Bill recently loaned his large print to Aeronautics to be displayed. Another one of his exciting charters included a few months of flying Morrison-Knudsen executives back and forth to Hell's Canyon as the dam was constructed.

After Loening sold his business, Bill founded Sawtooth Flying Service and managed Monlin Aviation for Frank Humphries at Floating Feather Airport and Strawberry Glenn. In addition, Boise State College Aviation Professor Wayne White convinced Bill to take over the flying part of the Aviation Management program. Ground school was taught at the college and a flight-training contract was issued to Capital Flying Service who succeeded Monlin. Capital Flying Service operated at the Boise Airport, moved to Bradley Field, and then relocated back to the Boise Airport when Bradley Field closed down. Bill sadly recalled painting the "X" on the field when Capital Flying Services had to move after Bradley Field closed. Later, when the business changed ownership, Bill again joined Loening, this time selling used aircraft. They shared an office in the top of the tower located on top of the old terminal until Loening and his son tragically perished flying over the Utah Mountains in 1977.

Bill incorporated Boise Aircraft Sales with Don Watkins and enjoyed a booming sales career until the interest rates jumped from 11 percent to 22



percent in 1979. Reminiscing, Bill grinned, describing the good old days when there was no fence around the airport, and his highly visible airport lot was full of “for sale” aircraft. Bill and Don sold the business, and Bill began working for Mountain Air Inc. under Chief Pilot Harold Dougal during the warmer months and helping his Dad with tax accounting in the off season.

Scott Patrick bought Mountain Air Inc., and Bill continued working for him until he landed a dispatcher position for Mike Jones at Turbo Air. Jones assigned Bill to repossess and transfer his Ontario Flight Service FBO to Dr. Pitts who later hired Bill to manage the operation. Treasure Valley Community College flight training was reestablished, and from 1988 to 1992, Bill was the general manager.

When Dr. Pitts retired, Bill moved back to Boise, began flying for Scott Patrick again, and became his chief pilot. Bill flew his last commercial flight with Patrick in 2008. Over the last seven years, Bill has enjoyed the freedom of working at his leisure, as the owner of Boise Aircraft Sales LLC, an aircraft brokerage specializing in pre-1986 aircraft. Wayne Werner has been a tremendous help to him with aircraft sales over the last few years.

When I asked Bill what he attributes to 50-plus years of safe flying, he credited a handful of his flight instructors including Harold Dougal, Bill Dorris, Bill Woods, Glenn Higby

and several others besides Loening. He also mentioned the “Backcountry Flying Rules” printed on the back of the old Idaho charts. “These rules were invaluable,” he lamented. “I don’t know when they disappeared and why they are no longer printed on the charts. We all used to follow those guidelines,” he explained. “Good judgment is hard to teach, but it’s getting worse all the time. Relying on new technology, folks are out-of-touch with their own limits of ability. A



**Mail arrives at Falconberry Ranch.**

margins more than extensive experience and knowledge about the nuances associated with this incredibly challenging type of flying. The Idaho Safe Pilot Program, promoted by Chet Moulton, was outstanding. I was disappointed to see it fade out,” he said.

Proudly displayed in his office is the last Safe Pilot Award he received in 1990, recognizing his, then, 32-years of safe flying. Next to it is a letter issued by Boise Mayor Dave Bieter thanking Bill for his dedication to the city of Boise, as well as the aviation industry.

On behalf of the Division of Aeronautics, we want to add to these accolades by formally thanking Bill Scherer for helping make Idaho Aviation what it is today.



**Bill Scherer**

turbocharged aircraft is more capable, sure, and while the extra power helps make flying in the backcountry a safer experience, nothing improves safety



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# Mo' Mo-Gas News



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

As a follow up to the article appearing in the winter 2013

issue of the *Rudder Flutter*, I thought the following information would help motivate those aircraft owners that use ethanol-free auto gas in their aircraft to apply to the Idaho State Tax Commission for the rebate to which they are entitled.

In December of this year, I tallied up the amount of mo-gas I burned in my Continental C-90 powered Super Cub during the last 12 months, and downloaded Idaho State Tax Commission Form 75. I read through the two pages of instructions, expecting the usual tax-form bewilderment. I realized that I would not need the assistance of my wife or an accountant to complete the form. A simple listing of the gallons consumed (94) multiplied by the highway fuel tax rate (.25¢) gave me the amount I had paid (\$23.50). Those same 94

gallons taxed at the "Av Gas" rate of .07¢ resulted in the correct tax amount of \$6.58.

The difference in the two amounts, \$16.92, represented the amount I was due in a refund. Rounding up or down to the nearest dollar as the instructions directed, resulted in a \$17.00 refund. I filled in the appropriate boxes on the form, signed, dated and mailed it off. The preparation of the form took right at 15 minutes. That was on December 8<sup>th</sup> of 2014. On February 6<sup>th</sup>, my check for \$17.00 arrived in my mailbox. The most unpleasant part of the whole process was licking the envelope. Remember to keep your receipts, though the form does not require you to send them in.

It should be mentioned that the Tax Commission has noted that several of the forms are received with Section VI not completed. That is the box that represents what should have been paid as tax at the Av Gas rate of .07¢. Some filers have assumed they get the entire .25¢ back. That would deny the rightful recipients of the tax (your beloved Division of Aeronautics) needed revenue to do all the things we do for Idaho aviation.

It should also be mentioned that the State Tax Commission received less than 30 filings during the last year. Given the drop in auto gas prices the last four months (and that 100LL has been slow to follow), one would assume there is a lot of fuel tax being over paid and not benefitting the rightful recipients of those payments.

We encourage mo-gas users to take a few minutes and file for refunds. We, as aircraft owners, need all the help we can get in reducing the cost of flying.

FORM 75 EFO00055 10-10-08		IDAHO FUELS USE REPORT	
PLEASE PRINT OR TYPE	Name	Social Security Number	
	Assumed Business Name (DBA)	Federal Employer Identification Number	
	Address		
	City, State, and Zip Code		
Section I. FILING PERIOD Beginning _____ and ending _____		State use only	
If you have already claimed a refund of this tax from the Tax Commission on another Form 75, do not complete this form.			
Section II. BUSINESS ACTIVITIES Mark each box below that describes the business activities of your company.			
1. <input type="checkbox"/> Farming	6. <input type="checkbox"/> Landscaping & tree service	11. <input type="checkbox"/> Golf course	
2. <input type="checkbox"/> Logging	7. <input type="checkbox"/> Well drilling	12. <input type="checkbox"/> Outfitter	
3. <input type="checkbox"/> Construction	8. <input type="checkbox"/> Equipment rental/leasing	13. <input type="checkbox"/> Mining	
4. <input type="checkbox"/> Trucking	9. <input type="checkbox"/> Concrete/asphalt/gravel	14. <input type="checkbox"/> Other (describe) _____	
5. <input type="checkbox"/> Manufacturing	10. <input type="checkbox"/> Excavating		
Section III. NONTAXABLE USE Mark each box below that describes the nontaxable use(s) to claim a refund of fuels taxes.			
IDAHO TAX-PAID special fuels (diesel, propane, or natural gas) used in		IDAHO TAX-PAID gasoline used in	
1. <input type="checkbox"/> Stationary engines		10. <input type="checkbox"/> Stationary engines	
2. <input type="checkbox"/> Unregistered equipment (list) _____		11. <input type="checkbox"/> Unregistered equipment (list) _____	
3. <input type="checkbox"/> Refrigeration unit with separate tank		12. <input type="checkbox"/> Refrigeration unit with separate tank	
4. <input type="checkbox"/> Intrastate motor vehicles off-highway miles (attach Form 75-IMV)		13. <input type="checkbox"/> IFTA auxiliary engine allowance (attach Form 75-IC)	
5. <input type="checkbox"/> IFTA power take-off and auxiliary engine allowances (attach Form 75-IC)		14. <input type="checkbox"/> Intrastate motor vehicle auxiliary engine allowance (attach Form 75-IMV)	
6. <input type="checkbox"/> Intrastate motor vehicle power take-off and auxiliary engine allowances (attach Form 75-IMV)		15. <input type="checkbox"/> Aircraft (see instructions)	
7. <input type="checkbox"/> Federal, state, and local government motor vehicles		16. <input type="checkbox"/> Commercial motor boat	
8. <input type="checkbox"/> Aircraft (see instructions)		17. <input type="checkbox"/> Other (describe) _____	
9. <input type="checkbox"/> Other (describe) _____			
* Gasoline used in a registered motor vehicle (government or privately owned) does not qualify for a refund of the gasoline tax.			
Section IV. TOTAL REFUND OR TAX DUE			
Complete the sections on page 2 that apply to you (Sections V, VI, or VII) before completing this section.			
1. Gasoline tax refund from page 2, Section V, line 5		\$	
2. Special fuels tax refund from page 2, Section VI, line 6			
3. Gasoline tax due from page 2, Section VI, line 4			
4. Special fuels tax due from page 2, Section VI, line 5			
5. Total of use tax due from page 2, Section VII, line 8			
<input type="checkbox"/> I paid the use tax with my sales/use tax return. Permit number _____			
6. Refund. If the total of lines 1 and 2 is greater than the total of lines 3, 4, and 5, enter the difference			
7. Tax Due. If the total of lines 1 and 2 is less than the total of lines 3, 4, and 5, enter the difference			
<input type="checkbox"/> Within 180 days of receiving this return, the Idaho State Tax Commission may discuss this return with the paid preparer identified below. Under penalties of perjury, I declare that to the best of my knowledge and belief this return is true, correct, and complete. See instructions.			
SIGN HERE	Authorized signature	Date	Call 334-7660 in the Boise area or (800) 972-7660 toll free. MAIL TO: Idaho State Tax Commission PO Box 75 Boise ID 83707-0075
	Title	Daytime phone	
Paid preparer's signature		Preparer's EIN, SSN or PTIN	
Address and phone number			



# Calendar of Events

## ONGOING EVENTS

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

## JULY

- 3-4 **Steve Rogers Fly-in Campout**, Treeport (ID22). Dinner/movie Friday 6 p.m. — donation. Fly-in Breakfast Saturday 8 a.m. [www.1554.eaachapter.org](http://www.1554.eaachapter.org), Dick Hernandez, 208-623-6237, [rvspirit7@gmail.com](mailto:rvspirit7@gmail.com)
- 10-12 **QBs of California Fly-in**, Johnson Creek (3U2), 15 aircraft, 30 people. Jack Roberts, [jacroberts@aol.com](mailto:jacroberts@aol.com)
- 11 **IAA Work Party** — Red's Horse Ranch (OR06), Greg Bales, 541-263-0250
- 16 **Clearwater Valley Aero Club lunch**, Kamiah (S73), vintage aircraft and crews from Puget Sound Antique Airplane Club, Noon to 2:00 p.m., Jim Freeman, [jimdfreeman@gmail.com](mailto:jimdfreeman@gmail.com)
- 16-19 **Women Wise Airmanship Adventure**, Smiley Creek (U87), Christina Tindle, 208-315-3075 or [backcountryflygirl@gmail.com](mailto:backcountryflygirl@gmail.com)
- 18 **Fly-in Breakfast Fundraiser**, St. Maries (S72). 8:00 a.m. — 11:00 a.m. Cost: Donation. Bring the family and see unique plane and classic vehicle displays and educational videos. Fly or drive in, have breakfast and enjoy a day of camaraderie with each other. Carol Koelbe, 208-245-2914, [asiauctions@earthlink.net](mailto:asiauctions@earthlink.net)
- 20-26 **EAA Air Venture** — Oshkosh, WI, [www.eaa.org](http://www.eaa.org)
- 25 **50th Commemoration of the Vietnam War Symposium**: The POW/MIA session. Free to the public. 10:00 a.m. to 1:00 p.m. Nampa (MAN), Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org) or 208-465-6446
- 7/31 to 8/2 - **180/185 Fly-in, Johnson Creek** (3U2), 40 aircraft, 100 people, Mike Perkins

## AUGUST

- 1 **Breakfast at Big Creek** (U60), hosted by the Idaho Aviation Foundation. 8 — 10 a.m. \$10. [www.rebuildbigcreek.com](http://www.rebuildbigcreek.com)
- 1-2 **Family Fun at the Airport**, Open House & Fly-in, McCall (MYL). Seminars for pilots, presentations for the public, raffles, static displays, food and beverages on Saturday. Saturday evening dinner and movie "Living in the Age of Aviation" and a dance with a live band. IAA pancake breakfast Sunday morning, Beverly Anderson, [Beverly.anderson@mccallrealestatecompany.com](mailto:Beverly.anderson@mccallrealestatecompany.com)
- 8 **Joseph, OR Fly-in** (JSY). Pancake breakfast 7-11 a.m., \$9. In-town Bronze, Blues and Brews festival noon — 10 p.m. Ground transportation to festival available. Camping and showers available at the airport. [www.bronzebluesbrews.com](http://www.bronzebluesbrews.com), Tim Locke, 541-263-0470, [kjsyflyin@gmail.com](mailto:kjsyflyin@gmail.com)

## AUGUST (continued)

- 8-10 **Wings over Sandpoint Fly-in** (SZT). 8 a.m. EAA Chapter 1441 makes the best breakfast in the Northwest! Quest Aircraft open house, aircraft and displays. [www.1441.eaachapter.org](http://www.1441.eaachapter.org), Jan Lee, 208-255-99544, [jan@sandpointinspection.com](mailto:jan@sandpointinspection.com)
- 22-23 **BBQ and Fly-in**, Cavanaugh Bay (66S). 4 p.m., potato bake with all the fixins. Please contact Don if you will be attending so they know quantity for food and to arrange for camping. Don McIntosh, 208-946-8490 or [donmc44@gmail.com](mailto:donmc44@gmail.com)
- 29 **50th Commemoration of the Vietnam War Symposium**: Featured speaker Major General Gary Saylor, Commanding General for the Idaho National Guard will talk about how the war ended and the effects and contributions the Vietnam War has had on today's military. Free to the public. 10:00 a.m. to 1:00 p.m. Nampa (MAN), Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org) or 208-465-6446

## SEPTEMBER

- 11 **Aviation Safety Standdown**, Riverside Hotel in Boise, 8 a.m to 4:30 p.m. [Idaho.Aeronautics@itd.idaho.gov](mailto:Idaho.Aeronautics@itd.idaho.gov) or 208-334-8775
- 12 **Clearwater Valley Aero Club Annual Fly-in Breakfast**, Kamiah (S73), 9:00 a.m. to Noon. Adults \$7.00, Kids \$5.00. Flying events include spot landing, flour bombing and YOUNG EAGLES events. Kamiah Airport, 208-935-0089
- 12 **Fly-in, Gooding** (GNG), 10:00 a.m. — 2:00 p.m. Static displays, lunch, aerobatics and more! Randy Quigley, [randy.soundtrax@gmail.com](mailto:randy.soundtrax@gmail.com)
- 19 **Ride or Fly fundraiser for Mission Aviation Fellowship**, Garden Valley (U88), Jack Erdmann, 920-207-5173, [jerdmann@mat.org](mailto:jerdmann@mat.org)
- 27 **Gold Star Mother's Day**. A special day of recognition of the sacrifice given by mothers who have lost a loved one in service to their country. Admission is free for all Gold Star Mothers on this day. Nampa (MAN), Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org) or 208-465-6446

For the most recent list of aviation events, please visit our website at [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero).

Email your calendar event information to [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the **Rudder Flutter** and the Aeronautics website.



# Fly Idaho! 3rd Edition

By Crista Worthy

Rummage around in the cockpit of almost any Idaho backcountry airplane and you'll find a well-worn copy of Galen Hanselman's classic book, *Fly Idaho!* When first published in 1994, this compact volume introduced pilots the world over to Idaho's beautiful backcountry airstrips. Now, Hanselman has published an all-new, comprehensive 3rd Edition, and it's a major step up from previous editions.

The concept for *Fly Idaho!* came when Hanselman realized the urgent need for accurate information about backcountry airstrips. He came to this realization the hard way—by nearly running off the end of the airstrip at Sulphur Creek, his first attempted backcountry landing.

In the 1980s, when Hanselman first became interested in backcountry aviation, most information about airstrips came by word of mouth from a small group of pilots. Educated as a physicist, Hanselman realized that ballpark estimates of runway lengths and conditions weren't good enough for other pilots who lacked intimate familiarity with the airstrips.

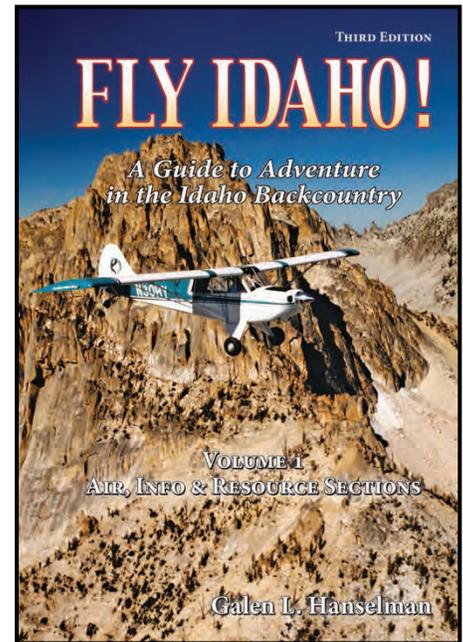
If he could provide accurate measurements and devise a way to measure relative hazards at various

airstrips, it might help reduce back-country accidents and even save lives.

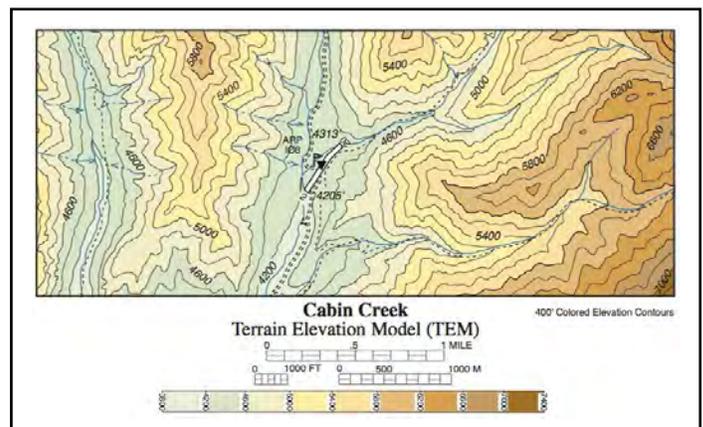
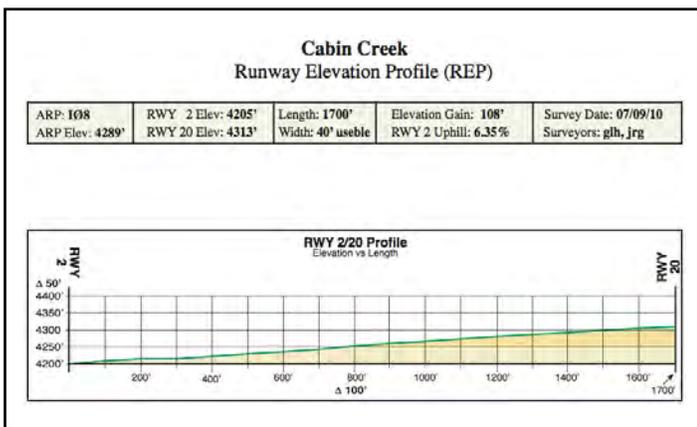
Furthermore, many of Idaho's backcountry airstrips were under threat of closure. Documenting their existence in a book would give the airstrips more credibility among non-pilots. Encouraging their responsible use by providing runway information would also make it more difficult to close the airstrips in the future. Having recently sold his business, Hanselman saw his next goal and set out to achieve it.

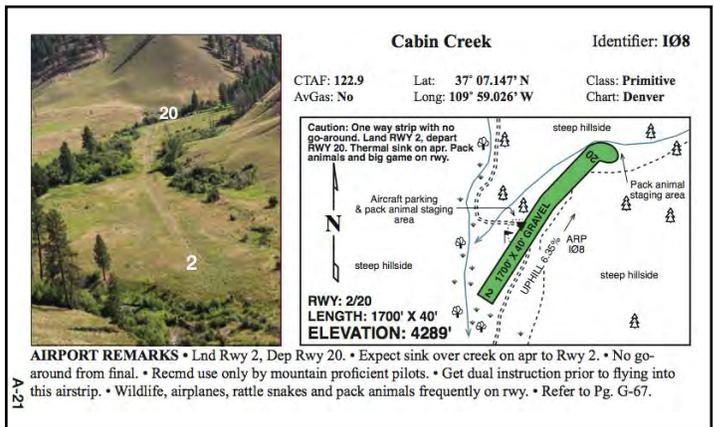
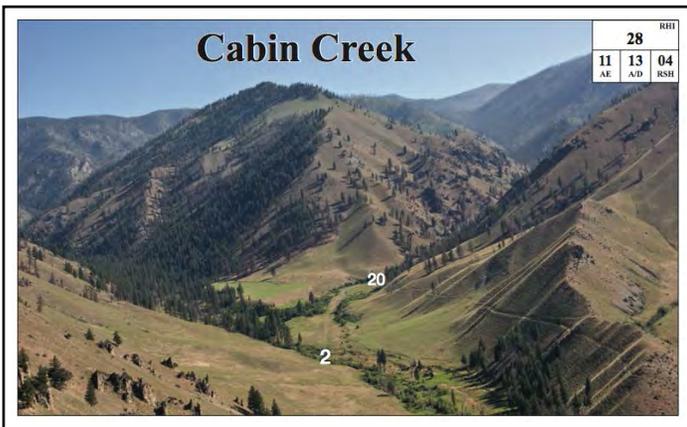
Hanselman personally visited all 71 airstrips in the first book. He photographed them from the air, measured lengths and widths, assessed conditions, and devised his "Relative Hazard Index" (RHI) — a number between zero and 50 that indicates the relative difficulty of operating at the airstrip, taking into account such variables as the runway, surrounding terrain, elevation, etc. The book was an instant hit, and a 2nd Edition followed in 1998, which has seen ten printings. Hanselman also spent years publishing similar books on airstrips in Baja California, Montana and Utah.

While in Utah, Hanselman found out the hard way that you can't always tell whether a runway is up or downhill. Southern Utah's



topography is dominated by eroded sandstone buttes, rather than mountains, rivers and canyons. It's easy to get the illusion that you're taking off downhill when it's really uphill, and that's what happened at one particularly marginal airstrip. After that mishap, Hanselman developed two new crucial diagrams for the Utah book, and these are also used in the new 3rd Edition of *Fly Idaho!* One diagram shows the runway in profile and gives the pilot a clear understanding of elevation changes down the length of the runway. To measure the elevation changes, Hanselman used a sophisticated horizontal laser surveying system. The other diagram shows the runway and surrounding topography. At first glance, it resembles a USGS topographical map, but shows information in a more





efficient manner, so the pilot can quickly see and understand just how high the terrain is around the runway. This is especially useful not only on planning the approach and departure, but in case of a go-around.

The new 3<sup>rd</sup> Edition was necessary because runway conditions at many of the airstrips have changed over time. Trees have grown or been removed, and runways have improved or deteriorated, lengthened or shortened. For example, Hanselman found that Mackay Bar's runway was not the reported 1,800 feet long, because there was a large hole at one end, so deep that if you touched down in it, counting on using that entire 1,800 feet, you would certainly crash. Indeed, that runway measured only 1,500 usable feet. The new book has 83 airstrips, versus 71 in the last edition. The book fills a whopping 946 pages, versus 456 pages in the last edition. Indeed, the book is divided into two volumes, both contained within a beautiful slipcase with strap.

Volume One shows two brand-new, full-color photos of each airstrip, along with the Runway Elevation Profile Diagram and Terrain Elevation Model, and all other pertinent information such as usable runway length, condition, and the Relative Hazard Index number. Volume Two, the "ground section," contains abundant recreational information, tips for approach and departure, contact information, and entertaining historical anecdotes. It is a great read. Idaho's aviation history is filled with unique characters.

Above all, however, *Fly Idaho!* is an incredible safety resource and invaluable cockpit companion. Even experienced Idaho aviators will benefit from having actual data to back up their intuition about the airstrips. For those less familiar with flying in Idaho's mountains, the book can be a lifesaver, especially when coupled with good backcountry-specific flight instruction, which the author strenuously advocates for those who lack mountain-flying experience. He even developed a set of data points for 17 airstrips to make it easier for pilots to navigate in the backcountry with ForeFlight.

Hanselman's data and RHI system is so dependable that U.S. Forest Service pilots use it in an official capacity. Idaho's Division of Aeronautics also commissioned Hanselman to create an Idaho State Aeronautical Chart, which shows many airstrips not on FAA Sectionals, as well as reporting points like fire lookout towers, hazardous cables, and color-coded, noise-sensitive areas. The chart proved so popular that eight other states commissioned their own charts. Hanselman's latest project is a New Mexico State Aeronautical Chart.

Working on the charts took time away from finishing the 3<sup>rd</sup> Edition. That, plus the massive undertaking of visiting, measuring and photographing all the airstrips, researching, checking and collating all the information, and hand-drawing all the diagrams, meant that the project took five years.

The Idaho Aviation Foundation, a non-profit dedicated to improving aviation safety, provided a grant to assist with some of the fuel costs associated with making the hundreds of flights necessary to complete the book, which is available for \$59.95, eBook for \$39.95, ForeFlight add-on \$19.95, at 208-788-5176 or [www.FlyIdaho.com](http://www.FlyIdaho.com). The Idaho State Aeronautical Chart can be purchased for \$10 online at [www.IdahoAviation.com/store.php](http://www.IdahoAviation.com/store.php) or by calling the Idaho Division of Aeronautics at 208-334-8775.



Marking a hole at Mackay Bar.



# Our Alaskan Trip

By Jack Blackwell

It was a great trip, like all trips to Alaska. From April 30 to May 13, 2014, five of us flew two airplanes to explore Alaska; Tom Boyer, Wayne Thiel and Lee Hersh in Tom's 210, and Ed Dickman and I in my 180. I was the youngest at age 67 and Lee was the oldest at 82.

I'm a little embarrassed about how badly I misled the guys about what they would encounter this time of the year. I told them to bring cold-weather

covers and engine blankets for the planes, and long underwear and raingear for themselves. We had entirely too much gear. I also told them they could leave their insect repellent at home.

Instead of cold, we found mostly sunny weather in the 60s and 70s. We never used the plane covers, but the mosquitoes at Beaver Creek in the Yukon Territory were at least two-pounders. While there, Ed came back from using the facilities at the Canadian customs station across the

highway and announced that the customs lady told him there had been a couple of bears hanging around each night. This resulted in all three of our

rifles going into separate tents. I think he got a kick out of this and suspect his love of practical jokes was at work.

The next morning, Lee provided a good breakfast of pancakes and bacon, and Tom made his usual great coffee. The early sun warmed us and melted frost from the planes. We cleared customs at Northway quickly. It helps to arrive on time, have a filed flight plan and have completed the Homeland Security process called EAPIS.

Filing the EAPIS was not easy. We lost well over an hour at Watson Lake trying to find an internet access site so we could file the appropriate form and get a confirmation code back. You can file up to two days in advance, but it's much more difficult to do from a remote camping spot. Plus you still have to file a flight plan and personally call customs to arrange for them to meet you.

From Northway, it was 40 miles to Tok for fuel. We then followed the Glenn Highway toward Anchorage. Going through Mentasta Pass, we saw



Putting up tents at Beaver Creek.

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our first Dall sheep. After the pass, the broad Copper River Valley lay before us like a smaller version of the Snake River Plain. The Wrangell-St. Elias Mountains to the south are spectacular. They rise up over 19,000 feet, and dressed in pure white, are very dramatic. About 100 miles down the valley we came to the town of Glennallen, where the Alaska pipeline crosses.

The winds were picking up so we decided to press on to the Anchorage bowl area. This involved flying through Tahneeta Pass. The ceiling and visibility were excellent, and there were some very pretty glaciers nearby. Descriptions of their great beauty emanated from Tom's plane.

I wanted to show the guys the airport at Palmer, which is a beautiful place with a mild climate. There is a unique and free courtesy car kept at the Flight Service Station. It's a '78 Olds with heavy rust and the trunk wired shut. The engine had recently been tuned and most everything worked. Ed and Wayne were like two teenage kids,

they were so pleased and excited to be in this great old sled. We cruised downtown for lunch, cruised around town and then back to the airport to check out everything there. (Think Blues Brothers.) We saw old twin-engine planes used to haul cargo and fuel to the remote villages, and some firefighting air tankers being used on fires.

Next we flew through the Anchorage Class C airspace. We hugged the mountain on the south side of the city as directed by Approach. We flew down the Kenai Peninsula; about 50 miles over all the pretty little lakes in the national moose range, and landed in Soldotna. Tom and Wayne flew over to the Kenai Airport to stay with Wayne's sister and her husband. The rest of us stayed at my son's and, while



**The group in Seldovia.**

there, helped him with some airplane maintenance and the annual on his 170. Tom, Wayne and Lee went to the Anchorage airshow for the weekend.

The next week we flew to Homer and Seldovia one day. Seldovia is located south of Homer across Katchemak Bay and has no road access. The airport is maintained by the state and is about 1,900 feet long, sitting right at sea

**See Alaskan Trip**

**Continued on page 21**

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# Rose Blooms at Blackfoot

By Nola Orr, Idaho 99s



## A crowd showed up to help paint the rose

A compass rose is used to display the orientation of the cardinal directions—North, East, South, and West. According to Natalie Bergevin, president of the local Experimental Aircraft Association (EAA) chapter, the design is painted on the asphalt and used to check the settings of the magnetic compass in a plane. The pilot can take the plane onto the rose to do so. The compass in a plane floats and can be effected by the metal in a plane.

The 99s, the International Women's Pilot Association, and the EAA, Chapter 407, met in late April to discuss plans to paint a Compass Rose at the Blackfoot airport. The two groups then joined forces again to paint the 80 foot rose on Saturday, May 2.

Before the hard work began, a breakfast was served to the public, one of the monthly fundraisers sponsored by the EAA. Once



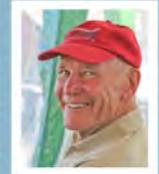
**Emma Lou Jones, 80, Idaho Falls and Emily Orr, 17, Fort Hall help paint Blackfoot's Compass Rose.**

everyone was well fed, several hours were spent working on the rose,

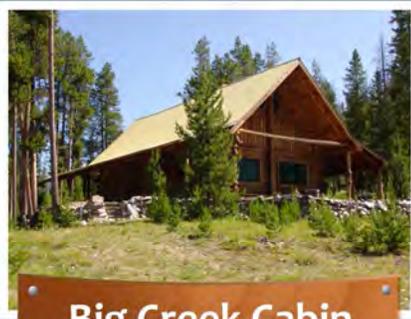
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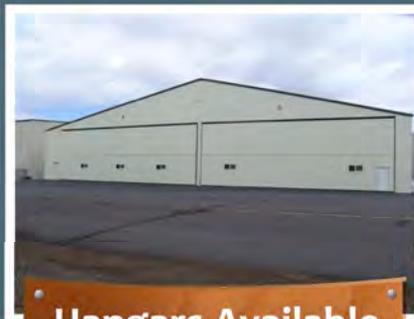
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**Almost done. Photo courtesy of Andrew Stewart, Snake River Imaging**

followed by a luncheon served for those who worked on the rose.

Volunteers from the 99s included Pat McDonald, Kitty Curl and Sandy Storhok of Idaho Falls, Joy McDonald of Howe, and Sandi Bills of Pocatello. Among the EAA volunteers were Kathy and Nathan Smith of Idaho Falls.

In addition to their efforts at Blackfoot, the 99s and EAA Chapter 407 have also adopted the Henry's Lake airstrip and provide maintenance such as weeding, painting the runway delineating rocks, and other chores. Both organizations take advantage of opportunities to help at other airstrips whenever possible.

## **Alaskan Trip**

**Continued from page 19**

level. Walking into town is like stepping into the past. We met a guy driving around in a Model A pickup. Another day we flew up to Talkeetna to see North America's tallest mountain, Mt. McKinley, or "Denali" as the natives call it. It rises over 20,000 feet.

We then flew over the Harding Icefield and down through Prince William Sound to Valdez for the bush-pilot championships. Ed rode with my son in his pretty 170B, which is an ex-Idaho plane, previously rebuilt and painted by Ron Robinson from Boise. The AWOS recording said we could expect a 90-degree crosswind gusting more than 25 knots. When we arrived it was blowing hard, but mostly straight down the runway. The winds were strong and erratic. Officials delayed the start of the event for three hours. Still, more than

**See Alaskan Trip**

**Continued on page 22**



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# Alaskan Trip

Continued from page 21

250 airplanes showed up. We saw many fine bush planes and learned much. One of the highlights was hearing a long discussion about safety and lessons learned from five of Alaska's most experienced and respected bush-pilots. We wish it could have been recorded.

Idaho should be very proud. Steve Henry from Nampa placed third in the alternate bush class in his Just aircraft. He should have placed second, but scratched on a landing that was about one inch too short. Steve's best combined takeoff and landing distance was 120 feet. Matt Conklin from Boise placed second in the heavy touring class with his Cessna 180. His best combined takeoff and landing distance was 264 feet. Skypark residents might remember Matt. He kept a Citabria on floats tied in Bud and Gayle Popken's yard for a year or two. According to

entry records, Idaho and Alaska were the only states competing.

We left the following afternoon to fly down the Gulf of Alaska coast. We hoped to make Ketchikan that night, then Bellingham, Wash. then home. We flew right past the Bering Glacier, North America's largest. It is an awesome 18-20 miles across the bottom. We saw a half-dozen black bear and a dozen moose prior to our first refueling stop in Yakutat. From Yakutat, we had smooth sailing under low overcast skies, until a place called Cape Spencer. There we encountered about a 500-foot ceiling in light rain and maybe 10 miles visibility. That soon changed to 300 feet and five miles. We knew we couldn't go on, so instead of returning to Yakutat, we went into Juneau and spent the night.



Portion of Bering Glacier terminus.

The next day's weather reports showed we could not continue down the coast.

Around noon we decided to fly north of Juneau through the White Pass above Skagway and on to Whitehorse. We went to Watson Lake for fuel and then down the Trench to MacKenzie. The weather was fine and we landed right at sunset. The next day we flew back home, again in good weather.

I put 45 hours on my plane and Tom had 39. The difference was his increased speed. We had a great time and got along well. I'm ready to go again.

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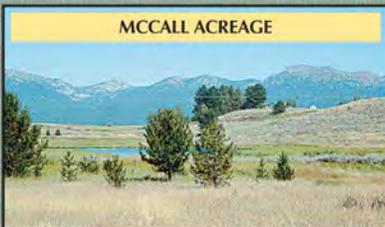
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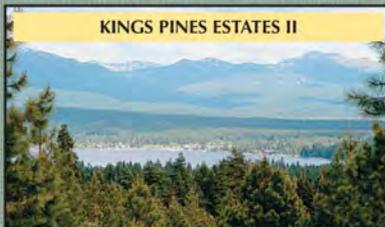
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