



RUDDER FLUTTER

Serving Idaho's Aviation Community for over 70 Years

Vol 64, Issue I

Celebrating 60 Years of Service

By Jim Finley, Air Posse Commander and Robin Turner, KLWS Airport Manager

In March, 1957, the Nez Perce County Sheriff's Air Posse in Idaho was chartered as a 501C3 corporation and members sworn in to conduct search and rescue operations at the request of the Nez Perce County Sheriff. After 60 years of continuous service, the mission remains straightforward: At the request of the Sheriff, the Air Posse responds to a search request and is usually airborne from the Air Posse hangar, within 30 minutes of the call. The Posse takes a great deal of satisfaction in the quick response time and the ability to work

cooperatively with many other agencies and jurisdictions. The Air Posse was formed in 1957 and the members started with a corporation - owned Cessna 120. While a good airplane, it did not quite fit the needs and was sold in 1967. The Air Posse then purchased a Stinson (N9543K) and used it on many searches for a number of years. The longest



Members & supporting Deputies by the posse airplane & hangar

serving member of the Air Posse, Jerry Mooers, a continuous member since 1969, took his lessons and got his ticket in this Stinson.

In 1971 the Stinson was replaced with a Cessna 172 (N8012X) and it remained the Air Posse search and rescue aircraft until it was sold

in July 1998. A few months later a Cessna 172 XP (N7337K) was purchased and is the primary Search & Rescue (SAR) aircraft. Moose Creek is a favorite backcountry destination and has been the center of numerous search operations over the years. All Air Posse pilots work hard to keep their backcountry skills sharp and current.

The story could end here but it doesn't. While responding to "call outs" as needed, the membership also built the Air Posse hangar inside the fence at Lewiston. The hangar itself is a story all its own. In 1970, the membership learned about a grain storage facility that was scheduled to be demolished across the river from



The original 1957 membership with the Stinson they later purchased. L to R: Ray Provience, Leroy Carlstrom, Floyd Harvey, Don Schumacher, Sheriff Bud Huddleson, Martin McKay, Albert DeAtley, Frank Whitelock, and Milton Lind.

Celebrating Service

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INSIDE

From the Administrator:



Being the Gracious Host

2018 is turning out to be a challenging, but exciting

year at our state airstrips. We do expect openings to be on schedule. Some of the exciting changes this year are: A new shop facility at Smiley Creek. The 1950's Quonset hut has been leveled and we're working with an architect on a much more aesthetically pleasing shop building that will blend in with the beautiful surroundings. We expect work to begin sometime this summer. The Big Creek runway will enjoy two winters of seed growth this spring and the 90 yards of fill dirt added to the centerline. We're optimistic about that improved runway surface.

The Aeronautics Division is very proud to announce that our Idaho Airport Aid Program is investing a record amount of funding into our public airports. Over \$1.1M will be invested into Idaho primary and GA airports this year. Over \$220k will be invested into our 31 backcountry airstrips in the form of updated facilities, seeding, mowing and repairs. We are enjoying healthy fuel tax revenues and getting better each year at maximizing our investments into our airports.

We're also happy to announce the opening of the first new public-use airstrip since 2010, Wapshilla Airstrip. Wapshilla is a challenging airstrip on the Lower

Salmon River seven miles from the confluence with the Snake. It is located on an Idaho Fish and Game Administrative site that oversees the Craig Mountain Wildlife Management area in Nez Perce County. Standard operating procedures for Wapshilla will be available on the Division of Aeronautics website once our opening maintenance is completed.

We have new caretakers at Johnson Creek and Smiley Creek this year. Allen Lieske and Annie Wade will be welcoming our visiting pilots at Cav Bay and Garden Valley. All our caretakers eagerly support the Aeronautics mission by warmly welcoming and graciously hosting visitors.

Lastly, we are expecting another remarkable amount of visitors to Idaho this year. While we always like to welcome visitors, we're happier still to see our GA accident rate continue to decline, which helps us build a safety culture we can be proud of. We will be joining with a number of aviation organizations in 2018 to offer pilot programs for the benefit of our aviators. I hope you'll join us.

Have a great 2018!

Tailwinds-

Mike Pape

ITD Aeronautics Administrator

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Contact the Division of Aeronautics at

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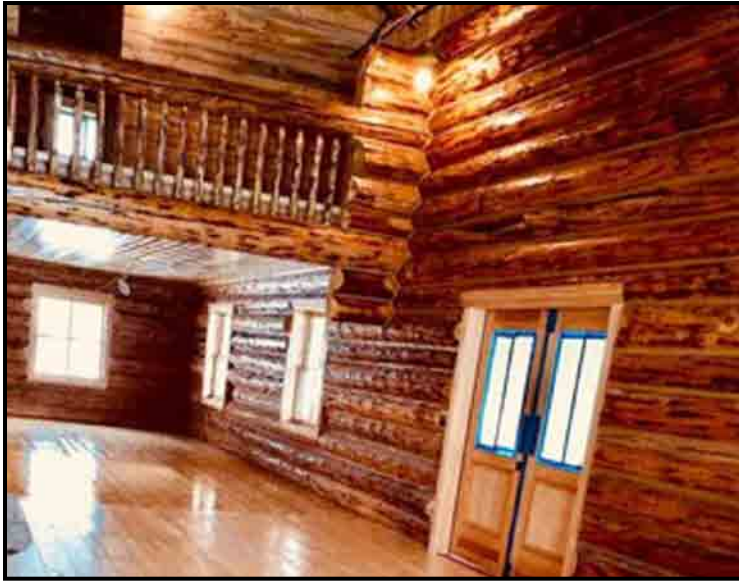
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Big Creek Lodge Update

By Jim Davies, President and Colleen Back, Vice President, IAA

Construction: The snow is starting to melt at Big Creek after a winter of above average snowpack in the west central Idaho Mountains. Normally, we can't work on the lodge in winter since driving materials in is



Big Creek Lodge

impossible between November and the end of June. This winter, small crews were able to snowmobile into the lodge site and work for 3-4 days at a time using materials that were pre-positioned last fall...and they made some amazing progress. The photo speaks for itself. Most of the flooring is installed, ceilings are done, most of the walls have been cleaned of dust and sprayed with protectant, etc. When the road is navigable, we will start on installation of kitchen appliances, light fixtures, bathroom fixtures and setting up rooms, getting our certificate of occupancy and other details. If Mother Nature cooperates this year, we should be ready for guests and meals on August 1.

Caretakers: We recently announced the selection of Caretakers for the 2018 season, and are pleased to

introduce you to Mike and Theresa Giery, of Emmett, Idaho. They bring specialized skills to the role: Mike is an overall handyman and EMT with a special love of splitting firewood (that last part will serve him well!). He has been with the Emmett City Fire Department for 14 years and has been Deputy Chief for three. Theresa is a

teacher, and is CPR and AED certified. Theresa will be the head cook, and considers herself a traditional cook who likes to try new recipes. The IAF hiring committee can attest to her baking skills, since she allowed us to sample some of her goodies during the interview

process! Theresa is the granddaughter of Dewey Moore, a notable Big Creek area figure—she has spent a lot of time at his ranch and fell in love with the backcountry. As she says “At the ranch, you never knew who would walk in the door, as it was never closed.” The two met in the late 1970s in Iceland on a blind date (they can fill you in on what took them to Iceland when you meet them), and they were married in Idaho in 1980. Mike and Theresa can't wait to get started, and will be part time at the site starting in June working on projects to help finish the lodge.

New Logo, New Website! Our marketing partner, CLM Marketing, has developed our new, beautiful website that captures the essence of Big Creek and enables visitors to make reservations. We thank CLM for the donation they made in developing our new look. Our new logo better

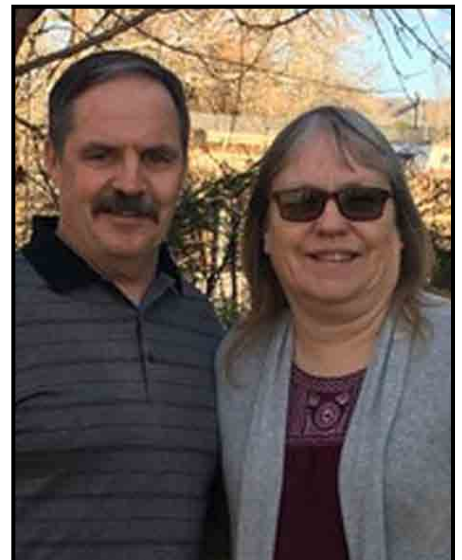
illustrates the historic and rugged nature of the lodge and pays homage to the iconic antlers you can see on the old tack shed at the site. Visit the new website:

www.bigcreeklodgeidaho.com and take a look, or make a reservation for the lodge, cabin or yurt (August 1 is our first reservation date)!

2018 Season and Grand Opening:

As mentioned, we anticipate opening August 1 for meals and overnight stays. Later in the spring, we'll announce details for a “Grand Opening Party” that will highlight the sounds of Chicken Dinner Road, a fun and popular Boise bluegrass band.

Big Creek Lodge is about to start its new life after nearly ten years since the tragic fire, and six years after Idaho Aviation Foundation announced plans to rebuild the historic lodge. We are sure many of you are as excited as we are as we finish this enormous project. We could not have done it without you—whether you volunteered, donated and/or cheered us on. Big Creek Lodge is truly Everybody's Lodge, and we hope you can visit this year to see what we've accomplished together.



Caretakers Mike and Theresa Giery



New Faces at Aero



Florian "Flo" Ghighina is the new Aviation Technician and Airport Inspector for the State of Idaho. As a former Air

Force officer, Flo spent time in Logistics Management, Scientific and Technical Intelligence, Acquisition of Foreign Technology, Military Liaison work, and Special Ops in the International Counter-Drugs arena. While serving Flo received a Master's in Aviation Management and Safety from Embry-Riddle Aeronautical University and numerous military awards and educational certificates from various, professional, civilian and military organizations. During his military career, Flo has traveled to 12 different countries, lived in five states and has held seven different military positions.

As an Aviation Technician, Flo conducts aeronautical studies and obstruction evaluations to identify, in advance, potential aeronautical hazards to ensure the safe and efficient use of our navigable airspace. As the state airport inspector, Flo is responsible for visiting almost all of the airports in Idaho and verifies/reports to the FAA their overall condition and usability. Flo manages and runs the airport supply program and is also a member of the state Search and Rescue Coordination team.

On a personal note, Flo is a private pilot that enjoys flying around the backcountry and exploring the beautiful State of Idaho. When not working or flying, Flo likes to work with kids and coach soccer, volunteer for various community projects, camp, fish, hunt, and spend time with his family and children.



Jim Hinen is the Idaho Division of Aeronautics Safety/Education Coordinator and Search and Rescue Coordinator. A

graduate of the United States Naval Academy, he served as a pilot in the United States Marine Corps flying the CH46 Sea Knight helicopter before transitioning and flying the AV8B Harrier jump-jet. He continued to serve in the Nevada Air National Guard flying the C130 Hercules and after a break in service, he joined the Nevada Army National Guard flying the C12 Huron (Beech King Air 200) where he retired with more than 23 years combined active and guard service. He participated in numerous contingency and combat operations while serving in the Marine Corps where he earned a single mission Air Medal with Gold "V", a strike flight Air Medal, a Navy Commendation Medal as well as earning his Combat Action Ribbon and parachute Jump Wings. He also has experience as an Aerial Firefighter flying an Air Attack platform as well as flying night freight.

As the Safety/Education Coordinator he develops, promotes, and conducts aircraft, pilot safety, and related aviation programs; compiles information for briefings and publications; writes and produces aviation education and safety materials and represents the Division

at aviation meetings and events. As a SAR Coordinator he coordinates search activities with FAA officials, Air Force Rescue Coordination Center, SAR organizations, and flying organizations. In addition he flies search missions, assigns search pilots and briefs and debriefs pilots after search missions.

Jim also serves as one of the state's pilots flying single and multi-engine aircraft.



Sherry Ward comes from a varied and diverse background. Raised in the east with an appreciation for the outdoors

and natural environment (thank you, Dad), she loves travel and adventure. She has held positions in everything from customer service, sales, real estate, travel and tourism, reservations management, tour guiding, and now government work from Florida to Alaska. She is very customer centric in her work ethic and loves her new position with Aero. Aircraft "registration and renewal" is her main responsibility, but she is also involved with many other functions as part of the team!

Crossing the continent a few times on her own, having lived in several states, and visiting other countries, she has a fiercely independent spirit that just will not quit. Don't let the soft edges fool you, she is one tough cookie!

Worried? Aircraft late?

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





Jennifer Schildgen is the new Airport Planner. She retired from United State Air Force on November 1, 2017 after 22.5 years on the flight line maintaining and managing F-15C and F-15E model fighter aircraft. During her Air Force career she was able to complete a Masters in

Professional Aeronautics with a minor in Safety from Embry-Riddle Aeronautics University. While serving in the Air Force, she traveled to 13 countries and all over the United States supporting a variety of Air Force missions. She has been married 20 years and her husband is also retired from the Air Force. When not working she enjoys gardening, golfing, bicycling, reading, and grilling. Jennifer is a great addition to the Aeronautics team.

As the Airport Planner for the Aeronautics division, she works with planning officials on project feasibility, cost effectiveness, regulatory conformance and possible alternatives for Capital Improvement Projects. she also work closely with the FAA for grant funding and NPE transfers.



NEWS RELEASE

Absolute World Speed Record for Piston Engine Propeller Driven Airplane Set by Steve Hinton Jr.

Seattle, WA September 6, 2017: At a remote location in Central Idaho on a private airport on Saturday 09/02/2017 at 5:30PM Steve Hinton became the fastest pilot on the planet ever in a Piston Engine Propeller Airplane. Four laps over a three-kilometer course at an average speed of 531.53/MPH- the fastest lap was 554/MPH in a highly modified P51 Mustang. Aerodynamic wing modifications by Aviation Partners INC. played a key role in achieving the absolute world speed record over the 3-kilometer course. Aviation Partners, known worldwide for its Blended Winglets™ and Split Scimitar™ Winglets, on Business Jets and Commercial Aircraft used highly sophisticated computational fluid dynamics (CFD) methods to redesign the P51's wing surface airfoils and to reduce and eliminate the strong shock waves created at Mach number 0.75 and 0.80. The modification thereby delayed the drag rise Mach number, allowing the P-51 to achieve higher speeds. Hinton commented "The airplane accelerated much faster to

the high-speed realm." Hinton also said he saw a much faster airplane at 100 inches manifold pressure than he had ever seen before. Joe Clark, CEO of Aviation Partners, Inc. said "We agreed to sponsor the record attempt because we felt we could add significant value. That appears to be the case." Clark added "We used the same drag reduction methodology on

the Mustang as we used on the Boeing Jetliners and numerous Business Jets to make them more efficient." My sincere congratulations to Steve Hinton and his amazing crew, API's dedicated engineers, and Bob Button the owner of Voodoo the highly modified P51 for this remarkable achievement.



Recreating Harold Johnson's 1946 Flight

By Reed Hollinshead

Harold Johnson came home from the Navy at the end of WWII and began to fly out of Bradley Field (a former Garden City airstrip that fell victim to 1970's growth), using the GI Bill to do so. On Valentine's Day in 1948, Harold met a 16-year-old Boise High School senior at a Robie Creek dance, and somehow talked her into a first date. That maiden voyage ended up being a flight in a 1946 Luscombe 8A, and that flight led to almost 70 years of marriage and countless memories.

Harold lost his wife in March, and began reminiscing about their life together and that first flight. Once an avid flyer (flew several aircraft in pursuit of his certificates - Stearman, PT 19, Taylorcraft, and Luscombe), Harold's flying became sporadic after he and Marjorie married in late July 1948.



Harold and Marjorie Johnson, July 25, 1948



Harold Johnson and his son, Rich, enjoy the flight May 18





Typical 1940's Luscombe 8A (Luscombe 8A NC45568, Bill Larkins)

His aviation interests took a back burner by necessity in 1949 with the start of his family, was resurrected briefly in 1957-58, then started up again when he joined the T-Craft Club from 1972 through 1977.

In recent years, his time in the cockpit has been limited by reduced peripheral vision caused by Macular Degeneration. His eldest son, Rich, himself an Idaho Air National Guard pilot, has been able to take him out to the VFR practice field on occasion, and if the weather is perfect, Harold can still perform level turns and Lazy 8's.

"When Mom passed and I was writing the obit, Dad went into great detail about meeting her for the first time and taking her for that first ride around the valley," Rich recalls. "I became intrigued about the Luscombe (using sticks rather than yokes) and just wondered if I could find about the same model year, so he and I could look it over together."

In early May, Rich contacted the Idaho Division of Aeronautics looking for help to re-create the occasion for his father.

"Everyone at Aero loved the story from the get-go," explained

Administrator Mike Pape. "The entire staff went to work scouring the database looking for a 1946 Luscombe 8A."

It took a while to search, and there were only two airworthy models in the records. Fortunately, one of them was owned by Tim Imbrock of Nampa, a Mission Aviation Fellowship pilot.

On May 18, with Pape's help and the generosity of Imbrock, Harold was able to relive that flight in Tim's 1946 Luscombe 8A, the same model year in

which Harold took his "little Margie" at the beginning of their life together.

"Memories are priceless, and memories re-lived, even more so," said a grateful Rich, a retired Brigadier General from Gowen Air Base, where he commanded the 124th Wing. "It was amazing how the flight came together, through a lot of help and generosity."

"Like Tim, we considered it an honor to do a favor for such a distinguished man," Pape replied.

MONITOR GUARD FREQUENCY 121.5!

If you hear a distress signal or radio call:

Note your altitude, location and time

and

PASS IT ON . . . IMMEDIATELY!!

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



Go-around Decision Making

By Ross Engle & Rick Reiersen

In the interest of improving the aviation safety culture of Idaho and beyond, the Idaho Division of Aeronautics produces publications such as Standard Operating Procedures (SOPs) related to our most popular airstrips and the annual Idaho Aviation Accident Scorecard (IAASC).

From the 2017 IAASC, we have learned that many of Idaho's flying accidents occurred in the landing phase of flight, involving factors such as unstable approaches. Ineffective and potentially unsafe go-arounds often come too late, or at the wrong location—thus, the go-around decision is the important point of focus in our approaches and situational awareness.

While over-flying the runway to look for wind and runway conditions, the pilot should define that point in their

approach where he/she will be committed to landing. Before this defined point, the pilot has the option to go-around if the approach does not appear to meet the appropriate criteria for a safe landing. Executing a go-around, for safety's sake, should be primary in the pilot's decision making. Do not be concerned about what others in the air or on the ground may think, but make sure to communicate clearly to your fellow pilots when a go-around decision has been made to replace a landing that was originally communicated.

A lot of things factor into the location point a pilot defines at which he/she commits to land:

- Aircraft performance – can my airplane climb to a safe altitude?
- Meteorological conditions – do I anticipate downdrafts, or other unfavorable conditions?
- Other air traffic – are there other aircraft in the vicinity, ahead or behind, my location?
- Terrain characteristics – if I turn in for final, am I totally committed to land? Or do I have a safe, alternative go-around route available?

The aircraft should be stabilized—with regards to speed, altitude, and configuration—at the time the aircraft arrives at the landing commitment point defined by the pilot. If the aircraft is not stabilized (e.g. too fast, too high, not configured, or the situation just doesn't look/feel right) when the pilot arrives at the landing commitment point defined, the right decision is to execute a go-around.

When a go-around decision is made, the following things need to happen:

- Full-Power: applied.
- Flaps: partially, or fully retracted.

- Landing Gear: retracted (if applicable to the aircraft).
- Directional Control: maintained.
- Communication: inform the aircraft in your vicinity of your go-around change in plans.

Nearly all NTSB final reports conclude the cause of aviation accidents to be a “loss of directional control.” When full-power is added, after the aircraft is configured more closely for landing, aircraft trims may be less ideally placed. The state C206 typically lands with full elevator trim up. Adding full-power in this configuration would result in a nose-high attitude, and the reduction of airspeed, if not corrected. With practice, the pilot can anticipate this situation and be aware of these potential issues related to a go-around scenario. Once the pilot has configured the plane appropriately, per the POH, it is necessary to maintain the proper airspeed to clear any obstacles before “cleaning-up,” or reconfiguring, for either cruise flight, or canyon maneuvering flight. Then, at a safe go-around altitude/route, the pilot can reassess his/her approach and determine whether to re-try the landing, or pass on the airstrip altogether, based on conditions.

Most likely, landing at an airstrip isn't a necessity, but rather, a great recreational opportunity for the pilot (and possibly passengers). Let's enjoy these opportunities, and be safe! If a pilot is inexperienced, or uncomfortable executing approaches or go-arounds, it is prudent and wise to hire an experienced pilot/CFI to teach and share the local knowledge and procedures of the airstrips we wish to safely enjoy.

Things To Know

* * *

Aircraft taking off on a runway covered with one-half inch of ice slush use about 14% more runway distance to become airborne than under normal conditions. Two inches of slush increase the length of takeoff as much as 50%.

The odds against collision in the air are 4 million to one. Your chances of safely completing a trip in the air is 99.99983.

Pilots of the 101-330 hour experience level are the most accident prone - with the 1001-3000 group right on their heels.

As an aid to sluggish will-power, be reminded that your body requires 3 hours to get rid of one ounce of alcohol.



An Aviation Search is Not What You Might Think

Idaho Transportation Department

THE TRANSPORTER

Your Safety • Your Mobility • Your Economic Opportunity

By Reed Hollinshead

During Mother's Day weekend, Idaho's Division of Aeronautics initiated a search for a plane that went missing on its way from Boise to McCall. The pilot did not file a flight plan, which made the search even more difficult since the path of the flight had to be assumed. The search really began on Monday (May 14). There were three Civil Air Patrol (CAP) aircraft flying that morning, working in coordination with Aeronautics. The Division's Tim Henderson coordinated the search with CAP, and Aeronautics' Jim Hinen was flying with them. Below is his account:

JH: Most people not familiar with aviation think that you will see the plane or a big part of one when they hear that you're searching for a plane that has crashed. In reality, it is much different.

You may only see pieces and parts. In this accident, there was no post-crash fire, which made it even more difficult to find.

The terrain also affects the probability of detection. We had multiple aircraft searching in the grid where the accident occurred. My aircraft probably flew over the site at least 100 times during the search. There were many patches of snow that looked like it could be a wing or part of an aircraft, and we have to examine everything that

looks like that or anything that just doesn't look right.

Our aircraft have equipment to help locate the Emergency Locator Transmitter signal, but the signals we were receiving were intermittent, and due to the location on the side of a mountain, the signals were bouncing off the rough terrain.

The crew consisted of a mission pilot responsible for safely flying the aircraft and avoiding terrain and is in the front left seat of the aircraft, the mission observer responsible for searching out the right side of the aircraft and is in the front right seat of the aircraft, and the mission scanner, who sits in the back of the aircraft and is responsible for searching out the left side of the aircraft.

In mid-afternoon, we had just received a locator hit on our Becker unit from an intermittent signal. We interpreted it to mean that we probably flew over the aircraft or were very close. I told the crew I would extend out, offset to one side and fly back over the location. You can't really see anything directly in front and below the aircraft and that is the reason to fly out and extend and



Discovered wreckage

offset when flying back to the suspected location. As I was flying outbound, I noticed something to my left that just didn't look right.

My mission scanner thought it was an old campsite. I circled over the location to get a closer look, and we determined it was a debris field. We then noticed the tail of the aircraft leaning up against and inside, a large tree. It was not noticeable from overhead, but we flew a little lower and almost adjacent to the site as it was on the side of the mountain. We circled the location until the ground Search-and-Rescue assets arrived and secured the crash site.



“Celebrating Service”

Continued from page 1

Lewiston. They got permission to take it down and transported the wood and siding material to the airport. For more than two years they worked building the posse hangar that has been in constant use for more than 45 years. However, it was not just a

pilots and others working toward certification. A Phantom 4 drone was purchased along with an iPad for the controller. We also have access to a second drone owned by a member. Prior to purchasing the drone, we struggled with declining membership and loss of pilots. Today the XP and the drone are active almost every weekend. We have renewed enthusiasm for

would like to get a second drone equipped with infrared and thermal camera(s). These systems are not cheap (\$20,000 plus). We are also looking to acquire a surplus FLIR system (forward looking infrared) for the 172 XP. These enhancements would allow us to add night searches to our toolset. We are also considering a short range, transportable helicopter. We have a CFII - helicopter member to do the training but the costs associated may be more than we can handle.

Keeping the above in focus, this is why we volunteer to do what we do.

It's the nightmare scenario. Someone you know or, worse yet, someone you love is lost somewhere in the millions of acres surrounding the highways that Idahoans take for granted. On May 15, 2016, this scenario almost ruined someone's dream.

Three people, a young man and two young women were in a backwoods incident. Their SUV was stuck, they were lost and there was no cell service. Family had information that was useful to begin the search. No one was certain where they were headed.

Ground search teams were dispatched with little luck. So at daybreak the Nez Perce County Sheriff's Air Posse was called out. Frank and Jim had the aircraft airborne within 30 minutes.



Jerry with N8012x at Moose Creek.

simple hangar. It is round and holds six aircraft on a rotating deck. The deck rolls on rails and is powered by a massive electric motor and steel cables. It is a true “dial-a-plane.” Rent from the five other spokes is the primary source of Air Posse revenue. Each spoke rents for \$1200 a year and each space is rented by a posse member who also makes their airplane available when needed for SAR. As you can imagine, XP 172 aircraft annuals, aircraft insurance, hangar insurance, hangar maintenance, airport lease, and property taxes often exceed this income so the members pony up the difference. (Here's the first hint for a tax deductible donation.)

The Air Posse currently has a roster of 18 members. Traditionally, there were three membership classes: pilot, observer and associate. Late in 2016, a fourth membership class was added, Remote Pilot (UAS). We now have five new UAS members with four of them being certified remote

piloting the 172 XP and a waiting list to train with the UAS. Currently, we have several new members who joined as UAS members and have made the commitment to becoming a private pilot.

So with the future looking brighter, what are we planning? First we



Stuck vehicle and Hillcrest on the ground to pick up the two girls for transport to Kruze Meadows Command Center



After being briefed in route they began searching Deer Creek, Hoover Point and the surrounding ridges. After several passes, Jim noticed a Hillcrest helicopter below doing spot landings and training. He contacted them by radio and asked for help.

Hillcrest immediately terminated their training and joined the search, staying low in the ravines while the Posse kept to the ridges and lookout from above. It wasn't long before the Hillcrest pilot radioed back.

He'd spotted fresh footprints in the mud. Following them, he not only found the missing man, he was able to land and pick him up – he'd been walking (away from any possible help) since before daylight, leaving the two girls back at the SUV. With a little more coordination, the vehicle was found and Hillcrest picked up its occupants.

For the folks who were lost, and their families, it wasn't the nightmare scenario after all. With the Air Posse and the great help of Hillcrest, the nightmare became the dream come true the safe return of lost loved ones.

This is why we do what we do. We will always respond. We will always work for the happy ending.

If you are interested in helping us, any tax deductible donation will be gratefully appreciated. Please send your support to:

Air Posse
406 Burrell Ave
Lewiston ID. 83501.

Thank you,
Jim Finley, Commander
Nez Perce County Sheriff's Air Posse



Idaho Master Pilots

The Division of Aeronautics would like to acknowledge the 2018 recipients of The Wright Brothers "Master Pilot" Award. The following individuals have received this award... "in appreciation for your dedicated service, technical expertise, professionalism and their many outstanding contributions to further the cause of aviation safety."

Robert A Hoff, Idaho Falls
June, 2018

Johnny G. Stewart, Lewiston
June, 2018

James M. Eyre Sr, Boise
May, 2018

Michael W. Anderson, McCall
April, 2018

Bruce L Whittig, Boise
February, 2018



Win a survival kit vest!

WINGS Credit Available

October 27, 2018

9:00am – 3:00pm

Best Western Vista Inn, Boise, ID

Registration & Coffee and Doughnuts at 8:30am

**Ask for the Aviation Safety Standdown Special Room Rates*

- "How to grow old while being bold" - Jeff Fouche
- "Tips for Single-Pilot Operations" - Bruce Williams
- "What happens when you become a SAR customer" – Bruce Booker
- "Post-Crash Survival" – Ian Mortensen

Learn + Apply + Share



Basic Med

By Ross Engle

New to Idaho and general aviation pilots across the nation is BasicMed, the new FAA medical certification regulation intended to provide “relief from holding an FAA medical certificate for certain pilots”, effective May 1st, 2017. Hurray! Now all we need is a state issued driver’s license (complying with any restrictions on our license) to fly—it’s the same as a third-class medical, right? Not so fast. Unfortunately, the process is not that simple. All the detailed information can be gathered from the FAA BasicMed and AOPA BasicMed websites but, we’ll take a less exhaustive look at some of the rules here on how to get started. Keep in mind to follow the order of the steps below.

First, to qualify for a medical certificate under the new BasicMed regulation, we’ll need to have held an FAA medical certificate or Special Issuance Authorization on or after July 15th, 2006 in addition to holding a current U.S. driver’s license. Of note, our most recent medical certificate held, or medical certificate applied for, must not have been denied, revoked, suspended, or withdrawn. Furthermore, a one-time new Special Issuance Authorization may be required for certain cardiac, mental, or neurological conditions. Any previous Special Issuance Authorization remains valid if the underlying condition(s) have not changed. AOPA has a “Do You Qualify for BasicMed?” page on their website for further help to verify our eligibility. A link is provided below.

Second, we’ll need to get a physical exam by a **state-licensed** physician (Idaho does not license all physicians. Naturopaths, for example, are unable to administer the physical exam at this time) under

the Comprehensive Medical Examination Checklist (CMEC). The state-licensed physician can be our personal physician and does not have to be an Aviation Medical Examiner (AME). Think of this checklist as a somewhat abbreviated version of FAA Form 8500-8 (it is an older version of the current 8500-8 that we may have completed on the FAA MedXPress website). We complete Section 2 of the checklist and then give it to our state-licensed physician to complete Section 3, where they perform basic vision, neurologic, psychiatric, and physical tests. We’ll surely see a stethoscope. At the end of Section 3 the state-licensed physician will check the box declaring “...[they] are not aware of any medical condition that, as presently treated, could interfere with the individual’s ability to safely operate an aircraft. Be advised, operations of aircraft with maximum certificated takeoff weights **over 6,000 lbs.**, or flying **above FL180**, or **exceeding 250 knots**, or flying **for compensation** or hire, or aircraft able to carry **more than 6 occupants** (5 passengers), or flights **outside the U.S.**, are not **authorized** under the BasicMed regulations. Interestingly, according to AOPA’s Northwest Mountain Regional Manager Warren Hendrickson, we can operate as a compensated CFI under BasicMed, the caveat being that the CFI remains the PIC for the entire flight. The rationale is that the CFI is being compensated for his/her instructional duties while simply exercising the privileges of a private pilot certificate. Furthermore, and this gets convoluted, it should be noted that acting as a Safety Pilot is treated differently. A Safety Pilot is considered a “required crew member” under FAR 91.109. Since BasicMed only applies to PICs, a Safety Pilot must have a 3rd Class or better medical certificate. BasicMed only applies to Safety Pilots if the Safety

Pilot is the designated PIC for the flight, but then the other requirements of FAR 91.109 come into play and must be satisfied. Moreover, under BasicMed we can fly both day and night, VFR and IFR so long as we are current in the respective flight rules.

Third, we need to complete the BasicMed medical education course. AOPA designed this interactive online course to teach us about self-assessing our physical, mental, and emotional conditions to help us make a go/no-go decision. Creating a user profile is fairly effortless and the online module takes us through seven chapters and adds an 8th chapter, which is a 20-question quiz. We need

Basic Med

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Things To Know

* * *

BasicMed requirements were actually developed by U.S. Congress, not the FAA, which enacted the FAA Extension, Safety, and Security Act of 2016 (FESSA) on July 15, 2006. The FAA was directed by FESSA to “issue or revise regulations to ensure that an individual may operate as pilot in command (PIC) of a covered aircraft” if the pilot and aircraft meet certain prescribed conditions as outlined in FESSA. The FAA regulations implement the provisions set forth in FESSA.

-From the FAA’s BasicMed FAQ page



Look! It's a Bird, it's a Plane, it's a sUAS?

By Ross Engle

An old colleague of mine who now is the Division Chief of Unmanned Aircraft Systems (UAS) at his organization recently said to me about UAS: "...they are the biggest thing to hit aviation since the Wright Brothers." He predicted within five to ten years there will be heavy cargo jets flying transoceanic routes unmanned. That is remarkable; however, that may not change how General Aviation conducts their flying. What may change GA's conduct you ask? How about the addition of hobbyists and commercial small unmanned aircraft system (sUAS) operators that will be joining the mostly lower parts of the National Airspace System (NAS) unless the operator has a waiver allowing them to go above 400' AGL?

Last year the Division of Aeronautics purchased a DJI sUAS. We use our sUAS to document many of our state airports through the sUAS's onboard high-resolution video camera. We can use this data to look at runway surface deterioration, invasive plants, and approach/departure obstacles. We will be able to review the data from year to year and look for trends.

Moreover, we also use our sUAS for education and outreach. Many of us have become Part 107 certificated and know what it takes to become certificated. We also keep abreast of current rules and policies concerning sUAS operations because we receive questions from the public regarding these operations.

So, going back to how GA's conduct may change, let us review some of the current sUAS regulations and see if and where our behaviors need to be modified.

Per Advisory Circular 107-2, Part 107 sUAS operators, who are operating an sUAS for their work or for other compensation, are NOT required to notify an airport manager when operating near an airport unless that airport is in controlled airspace. When we, Aeronautics, operate our sUAS, we look at the airspace we want to fly in. GA, in the U.S., is familiar with at least six airspace classifications (i.e. A,B,C,D,E, & G); however, when operating an sUAS it can be simplified into controlled or uncontrolled. Advisory Circular 107-2 5.8.1.1 & .2 further explains that "Remote pilots are prohibited from operating their sUAS in a manner that interferes with operations and traffic patterns at airports..." and "...remote PICs should avoid operating in the traffic pattern or published approach corridors used by manned aircraft." Notice that "prohibited" is used in regards to interfering with manned aircraft and "should avoid" is used regarding operating in traffic patterns. These are the regulations for Part 107 commercial operations, operations where the remote PICs earned certification and passed a knowledge course and are hopefully familiar with AC 107-2. What about those remote PICs not familiar with these regulations?

Part 101 is a section prescribed for hobbyists who operate both model aircraft (remote controlled) and sUASs. In some ways, Part 101 can be more restrictive than Part 107. For example, under Part 101 "...you must contact any airports (including heliports and sea-based airports) and air traffic control towers (ATC) within five miles of your proposed area of operations flying under the Special Rule for Model Aircraft

(Public Law 112-95, Section 336)." Remember, under Part 107, remote PICs only need to provide notification when operating in controlled airspace. Many GA pilots and manned aircraft operate outside of controlled airspace, the same uncontrolled airspace where many sUAS operations take place. All this is to say that we, and sUAS remote PICs, need to be observant when flying near uncontrolled airports such as Grangeville or Johnson Creek.

Interestingly, when remote PICs under Part 101 contact an airport operator, the airport operator, or manager, can object to their operation, if they deem it would endanger the safety of the airspace, but cannot prohibit or prevent the model aircraft (i.e. sUAS) from operating within five miles of the airport (paraphrased from the FAA's UAS FAQ page). If an incident or accident involving the sUAS were to occur after an airport manager objected, it may be considered evidence that the remote PIC operator was endangering the NAS.

If you wanted to report an unsafe sUAS operation, the FAA would need the name and phone number of the remote PIC. Similarly, to report an unsafe manned aircraft operation, the FAA would need at least the N-number. Having said this, I am not positing that it is, or should be, manned aircraft versus unmanned aircraft. In fact it is quite the opposite. We all use the NAS and we all must remain committed to continuing our education and operational best practices. Furthermore, we all must remain vigilant when operating where both manned and unmanned aircraft can and may be.



“Basic Med”

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to score an 80% or better. The answers, beginning with the first question, are... Haha, no freebies here! Plan on about 30-minutes to complete the modules and quiz.

Once the quiz has been completed, print the BasicMed Certificate Form. To do this we have to check a few more boxes and fill-in our licensed-physicians information. We are instructed to keep this form along with the medical exam documents in our pilot logbook or an electronic version that can be made available at the request of the FAA. We need to complete this online course every **24 calendar**

months in addition to undergoing a CMEC with a state-licensed physician every **48 months**.

Clear as mud? It seems like a lot hasn't changed but really the process is not too boggy as it may seem. Below are some useful links to help us along the way to operate under BasicMed.

Safe flying!

Links:

FAA BasicMed webpage (includes a link to BasicMed FAQs):
www.faa.gov/licenses_certificates/airmen_certification/basic_med/

FAA Advisory Circular AC 68-1 – Alternative Medical

Qualifications:

www.faa.gov/documentLibrary/media/Advisory_Circular/AC_68-1.pdf

AOPA BasicMed Webinar:

<https://www.youtube.com/watch?v=f9rgWzzvScs>

AOPA Details BasicMed Rule:

www.aopa.org/news-and-media/all-news/2017/january/12/aopa-details-basic-med-rule

AOPA “Do You Qualify for BasicMed?” Quiz:

www.aopa.org/advocacy/pilots/medical/fit-to-fly-selector-tool

AOPA Safety Pilot Information:

<https://www.aopa.org/training-and-safety/learn-to-fly/logging-cross-country-time/logging-time-safety-pilot>

50 Year Aviation Safety Awards

By Jim Hinen

They say a good landing is one you can walk away from and a great landing is when you can reuse the aircraft. The standard for this award is a good landing. The Division of Aeronautics is honored to be able to represent these awards to aviators who have watched aviation grow and

develop over the last 50 plus years. This is an amazing accomplishment and well deserved by these pilots.



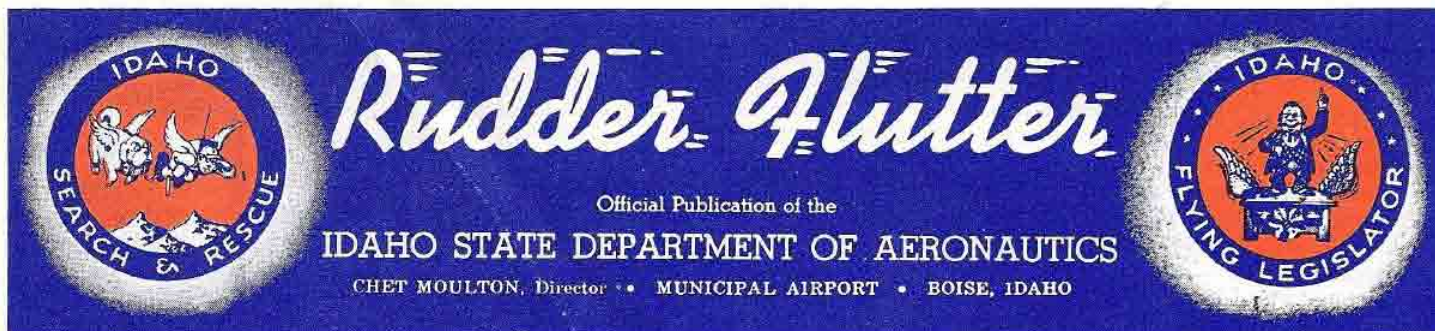
Peter Andersen being presented with his 50 Year Aviation Safety Award



(From left to right) James Eyre Sr., Jim Hinen, and Dennis Wheeler



Blast from the Past!



Things To Know

Aircraft taking off on a runway covered with one-half inch of ice slush use up about 14% more runway distance to become airborne than under normal conditions. Two inches of slush increase the length of takeoff as much as 50%.

* * *

The annual pilot registration fee of \$2.00 was due in December for 1968. The income is devoted to paying authorized costs of search and rescue for lost aircraft and airmen.

* * *

General aviation airplanes today account for 98.8% of all civil aircraft operating in the U. S. Their flight operations total 79.9% of the flight hours.

* * *

The odds against collision in the air are 4 million to one. Your chances of safely completing a trip in the air is 99.99983.

* * *

Hughes Tool Company plans to offer general aviation "the best facilities in the country" at its fixed-base operations at two airports in Las Vegas.

* * *

Pilots of the 101-330 hour experience level are the most accident prone — with the 1001-3000 group right on their heels.

* * *

As an aid to sluggish will-power, be reminded that your body requires 3 hours to get rid of one ounce of alcohol.

* * *

New Airport Dedications Coming Up

Two new Idaho airports are programmed for official public-use "dedication" during late July or August.

The new Garden Valley Airport, built in 1966-67, will be dedicated in late July and opened to full public use. A picnic area is incorporated alongside the river at about mid-point of the runway. Final finishing touches were completed by a volunteer "work-party" on May 19th.

Porthill is receiving final finishing work and, if turf germinates and matures sufficiently, this new facility completed in 1968 will be dedicated early in August and opened to serve the border crossing requirements it was designed for. Until then, the airport is **CLOSED** to air traffic.

Beware of Bird Nests

April through June is "housekeeping" time for our feathered friends, the birds, and they like nothing better than a nice engine cowl to raise their brood.

A full-power take-off with a mass of straw and baby birds choking off the cooling of one or more jugs isn't conducive to life longevity. Take a half-minute extra pre-flight to check for "squatter" tenants.

And then, don't forget the field mice who build nests in your radio . . . or the tail of your flittin buggy.



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I FLY SAFE



All drones are aircraft—even the ones at the toy store.
So when I fly a drone I am a pilot.
Before I fly I always go through my pre-flight check list.
I regularly check the safety guidelines at faa.gov/uas



Federal Aviation
Administration

FLY SMART, FLY SAFE, AND HAVE FUN!

knowbeforeyoufly.org | faa.gov/uas

PRE-FLIGHT CHECKLIST

- ▶ I fly below 400 feet
- ▶ I always fly within visual line of sight
- ▶ I'm aware of FAA airspace requirements: faa.gov/go/uastfr
- ▶ I never fly over groups of people
- ▶ I never fly over stadiums and sports events
- ▶ I never fly within 5 miles of an airport without first contacting air traffic control and airport authorities
- ▶ I never fly near emergency response efforts such as fires
- ▶ I never fly near other aircraft
- ▶ I never fly under the influence

