



Solos at Sandpoint: The future looks bright to me!

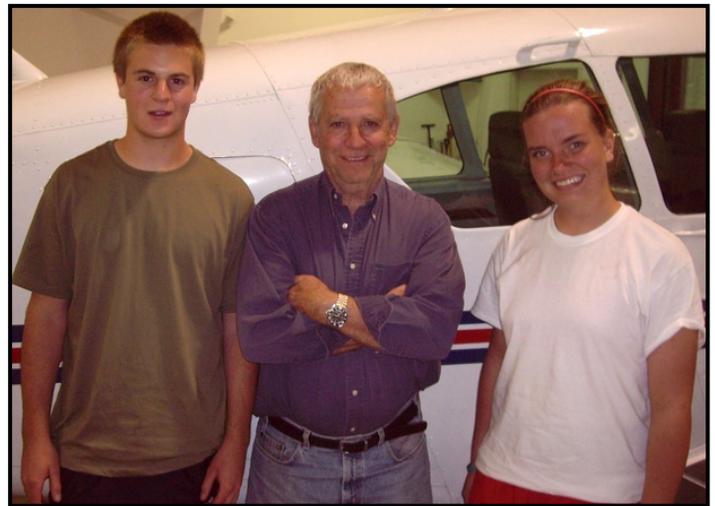
By: Ken Larson

Maggie saw them coming, driving fast up the middle. Instinctively she bent her legs, spread her arms wide, balancing her weight on her toes. In vain she exhorted her teammates to block their opponent's advance, and miscues allowed a forward to penetrate their defenses. It was now one-on-one: a forward driving hard with the ball; a single goal keeper poised for the save. Maggie, a high school senior, was faced with a tough situation. The forward faked to her right, then let loose a hard line-drive shot toward the far corner of the net. Anticipating the forward's move, Maggie leaped to her right, arms outstretched, hands ready, eyes on the ball; every ounce of effort, strength and concentration focused on a single goal—block this shot. Maggie was fully extended, airborne...and flying.

Not more than a mile away, as Maggie Kirscher was flying toward the soccer ball, eighteen-year-old Zach Ward was also flying. He was in the back seat of a Super Cub on amphib, lifting off for a flight onto Lake Pend Oreille. Zach's boss was at the controls for now, but soon Zach would get a chance to try a water landing. After seemingly endless hours of polishing floats and airplanes—polish on, polish off—Zach got a break from one of his many jobs and a chance to live the dream. He was flying.

So, what do Maggie and Zach have in common? Why are they important to us? Well, they are young; they possess an intense, single-minded desire to fly; both are committed to a pilot career; and both are working multiple part-time jobs to raise the money necessary to make their dreams a reality. With their common commitment, dedication and the support of Sandpoint's EAA Chapter 1441, Maggie's and Zach's career aspirations are well within reach. Most impressive is that Maggie and Zach soloed on the same morning in August.

Maggie was a solid student from the first flight and she picked up the basics quickly. Throughout her first lessons, though, she was constantly challenged by crosswinds during landing. As her landings progressed, so did her frustration with the difficulty of making a smooth crosswind landing. Her instructor suggested an early morning flight in hopes that the winds would be calm. Maggie was more than



Zach, Ken Larson, and Maggie

ready for better conditions only to be hit with a cold front, very strong winds and turbulence. After several difficult landings, Maggie's instructor asked if she wanted a break, and would like him to take the controls for awhile. "No," she asserted. "I can do this." And she did: seven touch and go landings in a row without the instructor saying a word or touching the controls once.

Zach, like Maggie, is driven by the desire not just to fly, but to fly well. He traded time mucking out manure from

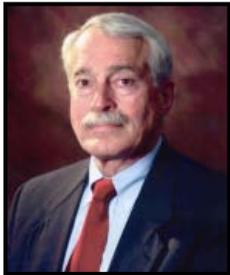
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From the Administrator:



General aviation in Idaho is blessed with wonderful back country opportunities. We are also fortunate to have active and

generous non-government organizations and individuals, who contribute to the maintenance and development of these recreational airstrips. Among recent

contributions, the Idaho Aviation Foundation, in partnership with the Idaho Aviation Association, the Division of Aeronautics and various private individuals and businesses, built a new toilet-shower-shelter facility at Garden Valley this last summer. It is a major improvement to our recreational aviation assets. On behalf of the Division of Aeronautics, my heartfelt thanks to those who contributed to this effort.

Another exciting development is the establishment of an Oregon chapter of the Idaho Aviation Association and their efforts, in cooperation with the US Forest Service, to improve and maintain Dug Bar airstrip on the Oregon side of the river in lower Hells Canyon. If you're a mountain flyer and have not been to Dug Bar, it's very much worth a visit, and will provide regional aviators a destination when winter shuts down many of our mountain strips.

My thanks also to the organizations and individuals who volunteer to maintain and upgrade many other of our Idaho airstrips, not only the State operated fields, but those operated by the Forest Service and other sponsors. I know I will miss some deserving people, but certainly the Idaho Aviation Association, the Ninety Nines, the Gooding Airport Flyers Association,

Ponderosa Aero Club, EAA Chapter 407 and other individuals deserve special acknowledgement for their efforts. With our small budget and limited manpower, the Division of Aeronautics could not keep our fields up without their volunteer help. If you fly in Idaho, I would urge you to consider joining one of these organizations. If nothing else, your membership will provide general aviation a stronger voice with the legislatures and other government agencies.

As a final note, we will have an aviation-themed Idaho automobile license plate available in January. Some of the funds from these plates will go to the Idaho Aviation Network to be used to support general aviation in Idaho; definitely a worthy cause.

John "JV" DeThomas

ITD Aeronautics Administrator

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

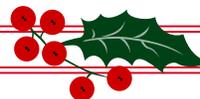
MONITOR GUARD FREQUENCY 121.5!

**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



The Color of Aviation: Johnny Stewart – Still Waters that Run Very Deep

By: Frank Lester
Safety/Education Coordinator

Over the years I have noticed a subtle change in the meaning of being an aviator. The “old timers” and “barnstormers” have nearly all passed on, and the challenges we face change as quickly as the speed of technological advancements accelerate. But much of the glamour of the daring young aviators of days gone by has faded with the likes of Burma Shave, Texaco and Mail Pouch Tobacco that once adorned many a dilapidated barn. Today, the assault on the “citizen” aviator is rapidly approaching the breaking point. Burdened by the increasing pressure for instituting fees and additional regulations, and a much too common view that we flyers are a group of rich, pampered, and unprofessional loose screws, we are in the fight of our lives to prevent recreational flying from going the way of the 8-track tape. Yes, we enjoy flying. If we didn't, why would we continue to swim upstream? Traveling to out-of-the-way locations to share moments and stories with friends and other aviators, to be awed by the power and beauty of the land we live in is an elixir we succumb to with immense pleasure.

But, if you dig just a little further, push aside the pleasures for a moment, and look deeply between the complex, multi-layered human psyche, a slightly different picture of aviation begins to emerge. We've known it to have always been there, deriving its strength from a commitment to community, shining its light on the need, not the accomplishment. Service is the hallmark of the new aviator. Johnny Stewart of Orofino is one of those aviators, but you will have to dig very deep to see it...you won't hear it from him.

Bill Miller, past Idaho Aviation Association (IAA) president, described Johnny as "...not flashy, but gets many jobs done without fanfare...." I have

known Johnny for a number of years, but finding the true Johnny Stewart has been difficult. He is a very private man, but as you slowly peel back the layers, you start to see Johnny as one of those special people whose actions shout service.

Johnny is an Idaho native, born and raised in the Buhl area. He joined the Army after college, completing Officer Candidate School as a Distinguished Graduate before moving on to flight school. He served two combat tours in Viet Nam, both fixed-wing and rotary wing. When asked about his awards, he quickly deflects any compliments or commendation with, "I was awarded a Bronze Star for doing something stupid and being successful at it."

Retiring from the Army in 1977, Johnny settled on the banks of the Clearwater River near Orofino. He tried his hand at aerial application and some flying for the Forest Service when he was asked to fly for the Clearwater-Potlatch Timber Protection Association (CPTPA) where he has been Chief Pilot since 1979.

As a long-time member of the IAA, Johnny took over as District 2 Director in 1991, served as IAA President from 1992-1996, and then returned to his District 2 Directorship, where he continues to serve today. During his tenure, he has actively promoted increased access to regional airfields such as Rogersburg and the lower Snake River airstrips. He was the first to apply for and be awarded a grant from the newly organized Idaho Aviation Foundation to improve the Cayuse Creek airstrip. He flies Young Eagles and is a



Johnny and Abby. In the background stands Abby's mother, Gayle, holding her younger brother. (Courtesy of Angel Flight West)

certified first responder for Angel Flight, certified by the Bureau of Homeland Security. That's Johnny...but wait...there's more.

When I spoke in May of 2010 to Cheri Cimmarrusti, Associate Executive Director of Angel Flight West, she said, "Johnny joined Angel Flight West in 1998 and started flying for us near the beginning of our Idaho Wing Expansion in 2000. He had flown over 65 missions for us with another 20 missions assigned to him but that were subsequently cancelled." Cheri further stated that Johnny also works directly with Inland Northwest Blood Service transporting their scheduled blood delivery for the year and also schedules the pilots to fly each Angel Flight mission, a service that he provides to us at "no cost"...relieving us of the need to look for pilots to fly a mission. His missions over the years have included our "regular" passengers going to and from medical treatment, kids going to special needs camps and the Inland Blood Missions.

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Radio Chatter

By: Frank Lester
Safety/Education Coordinator



Scott Patrick

Long-time Aeronautics Advisory Board Member, Scott Patrick, passed away suddenly last September. He was a friend, a passionate supporter of aviation, and a backcountry icon. As written recently, "He became a pillar of Idaho's backcountry community, flying guests and supplies for ranches, hunters, and rafters to all parts of the state." He will be greatly missed.



Scott Patrick (lower left) with (top L-R) Jim Coleman, ITD Transportation Board Member, Chip Kemper, Dan Scott, and Mark Sweeney, Aeronautics Advisory Board Members, Darryl Manning, ITD Transportation Board Chairman, and (lower right) Rodger Sorensen, Aeronautics Advisory Board Chairman

A Letter to Airmen

A recent Letter to Airmen from the Troutdale, Oregon, Air Traffic Control Tower was circulated by the FAA. "Why," you may ask, "do we need to read a letter from Troutdale when we don't even fly into Troutdale?" The answer is that the problems at Troutdale (TTD) are universal.

The problem is twofold: First, there are changes in terminology that have been mandated by the FAA that the tower people need to implement and standardize. Second, many of us, and I do mean **US**, have become complacent

in our use of proper terminology. Take a moment and listen to some of the transmissions you hear in the backcountry or at any non-towered airport. Let's face it, at other times we can become indignant toward the controllers because they are the face of an agency that we are often at odds with for one reason or another. But the tower folks are charged with a very important job, keeping us safe and traffic flowing in an orderly fashion in and around our busy airports. Give'em a break and help maintain good radio discipline by using the correct radio terminology.



All the Air Traffic Control Towers have been mandated to emphasize the use of proper radio phraseology concerning "hold short" instructions as stated in the AIM. You can assist by understanding the points listed below and in the examples that follow:

- Read back **all instructions** to "hold short";
- State the **runway** in conjunction with the read back;
- **Use your call sign** in one of the two formats; type, model, listed when acknowledging a "hold short" instruction.

EXAMPLE #1

Controller Phraseology: "November One Two Three Four Five, Hold Short of Runway Three Zero Left at Kilo."

Pilot Response: "November One Two Three Four Five, Hold Short of Runway Three Zero Left at Kilo," or

Pilot Response: "Cherokee Three Four Five, Hold Short of Runway three Zero Left at Kilo."

EXAMPLE #2

Controller Phraseology: "Piper 54321, hold short Runway Two Eight."

Unacceptable Responses: "Piper 321, holding short," or "Holding short," or "321" or "November 321, roger."

Acceptable Responses: "Piper 321, hold short Runway Two Eight," or "November 321, hold short of Two Eight."

Complacency and/or the lack of radio discipline has led to numerous runway incursions and other types of miscommunication. Please maintain safety and professionalism by adhering to proper and precise radio communications.

Aviation License Plates available in January

According to Larry Taylor, Idaho Airstrip Network (IAN) Coordinator, beginning January 2nd aviation enthusiasts will have a new way to display their love for flying in Idaho. By purchasing a "Fly Idaho" license plate, they will also be supporting organizations working to preserve and enhance the airstrips that help make Idaho a special place for pilots.

In addition to the regular registration fee, the specialized plates will initially cost an extra \$35, and \$25 at renewal. Customizing your plate with your aircraft's N number for instance, will cost another \$25 with your initial registration, and an additional \$15 at renewal. Sample plates, suitable for

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Radio Chatter

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hanging on your wall (but not your vehicle), will be available for \$30. Roughly half of the license plate sales proceeds will go to the Idaho Aviation Foundation and the IAN, sponsors of the program. The rest will stay with the Idaho Transportation Department for administration purposes.

The plates will be available at your county vehicle registration offices and on line at <http://itd.idaho.gov>, at the Department of Motor Vehicles online services.

Caretaker Summer Position Open at Johnson Creek Airport

Gary McElheney, Aeronautics Airport Manager, just recently informed me that unfortunately Dave and Cornelia Shotwell, our Johnson Creek Caretakers last summer, will not be returning. We certainly appreciate their hard work, support for the division, and their hospitality to the many visitors we had at Johnson Creek last year. We wish them health and happiness in their future.

If you would like to apply for the Johnson Creek caretaker position or know of someone who would be interested in applying, contact Gary directly at gary.mcelheney@itd.idaho.gov or call him at (208) 334-8893.

WSDOT Airports along Snake River to Remain Open Year-Round

Outdoor enthusiasts are getting some air-support that will help them reach their recreation hotspots this winter and next spring. Washington State Department of Transportation (WSDOT) announced earlier this week that the Lower Monumental, Lower Granite and Little Goose airports along the Snake River in Walla Walla, Whitman and Spokane counties, will remain open year-round.

In past years, these airports have typically closed between October and June. This changed after WSDOT and the United States Army Corps of Engineers (ACOE) weighed a number of factors, including expressed interest

from pilots and recreational organizations.

“Keeping these state-operated airports open all year will help support the local economies and allow pilots much greater access to popular winter fishing and hunting activities along the Snake River corridor,” said Paul Wolf, WSDOT

Airport Manager. He further stated that WSDOT leases the airports from the ACOE, saying, “We were able to keep them open because of flexibility in our lease agreements and the fact that the airports typically don’t see a lot of snow in the winter.”

Nine of the 17 WSDOT-operated airports are currently closed for the winter due to typical snow accumulations on airport runways, lease agreements and state law requirements. And while the Lower Monumental, Lower Granite and Little Goose airports are not scheduled to close, pilots are reminded to plan ahead by reviewing the latest Notices to Airmen and checking WSDOT’s state-operated airports webpage at www.wsdot.wa.gov/aviation/Airports/default.htm for updated information about airport closures.

“It’s important to note that even though these airports are scheduled to remain open throughout the year, adverse weather can change this very quickly,” Wolf said. “We won’t be conducting snow removal at the Snake River airports, and they will be closed if snow accumulates on the runways.”

Flight Instructor Refresher Pilot Safety Clinics

February 3-4, 2012
Boise Hotel and Convention Center
(Old Holiday Inn)

April 13-14, 2012
New Caldwell Airport Terminal

WINGs Credit Available

For more information, contact Frank Lester at
208-334-8775 / 800-426-4587 or
frank.lester@itd.idaho.gov

Reed Ranch Reminder

Please remember that according to our agreement with the Forest Service, **Reed Ranch is closed from November 1 to May 1** to provide wintering areas for elk.

Updated Idaho Aeronautical Charts

Aeronautics has received updated Idaho Aeronautical Charts, including a limited number of flat, unfolded charts suitable for wall display. The first chart is \$8.00 when ordered in conjunction with your pilot or aircraft registration. Additional charts are \$10.00. Give us a call to order your new chart at 208-334-8775, 800-426-4587 (in Idaho only) or stop by our office on the Boise Airport at 3483 Rickenbacker Street.

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Even Pilots get the Blues - Depression and Medical Certification

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



It seems as though our life and our emotions are always changing: a warm day, a nice flight, and great friends are wonderful, but a flat tire in the backcountry and a very unhappy passenger are something else! It is at times like these that the load can be more than we can mentally carry. We depend on our mental resiliency to support us like the landing gear on our airplane, but sometimes that load overwhelms us.

When our mental resiliency has broken down and we look to the family doctor for help, the good news is that a few of the medicines that successfully treat depression are no longer on the FAA's "no fly" list. For years it seemed as though the FAA thought it better for a pilot to suffer untreated depression than to use medications that have been proven both safe and effective. It is ironic that Canadian and European pilots could legally fly in US airspace while taking drugs that would ground US pilots.

Depression is one of the most common diseases afflicting Americans. One in ten men and one in four women will meet the diagnostic criteria of clinical depression during their life. It can be life-threatening; depression-related suicide is the eighth most common cause of death.

The symptoms of depression are many and include:

- Loss of interest in activities that usually cause enjoyment
- Social withdrawal
- Tearfulness
- Fatigue
- Change in sleep patterns
- Pervasive feeling of sadness and grief
- Feeling helpless or hopeless
- Change in appetite
- Irritability
- Feelings of guilt, worthlessness or sinfulness
- Indecisiveness
- Thought patterns that are illogical or even unreal
- Physical symptoms such as head ache, stomach ache or back ache (these often are present before complaints of feeling depressed)

Depression can exist in three patterns: exogenous, a more profound response to the outside factors that cause sadness than might be expected; endogenous, intrinsic to the individual—although a person has no reason to feel sad, this does not change the feelings or the significance of the diagnosis; and dysthymia, a cyclic pattern where depression may follow periods of unusual exuberance.

Modern treatment is effective for 80-90% of people diagnosed with depression. This includes both "talk therapy" and medication. Avoiding alcohol and getting regular exercise is helpful. Friends may also be very helpful, both as a sounding board to help a person

voice their feelings and to help them recognize the symptoms and seek help before depression leads to an accident or suicide.

Previous FAA policy was to ground any pilot taking a "mood altering" medication. If counseling (talk therapy) was effective without taking medicine, a pilot would usually be medically certified to fly with the appropriate documentation from their therapist. As of April 2, 2010, the FAA expanded the options by allowing the use of four of the Selective Serotonin Uptake Inhibitors or SSRI drugs, a class of newer antidepressant medicines with fewer side effects found under the brand names: Prozac, Zoloft, Celexa and Lexapro. The pilot has to be "stable" on the medicine, that is, on it for at least one year without a dosage change or lapse in usage. Usually there is an evaluation required with a designated specialist. This evaluation can be pricey, but a Special Issuance from the FAA is granted if the evaluation is positive. It is not an easy process, but as policy evolves, most would agree, the movement is in the right direction.

WORRIED?

Aircraft late?

Didn't call as planned?

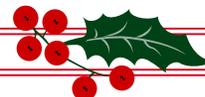
Did not arrive at their planned destination?

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

1. Ask for Aeronautics.

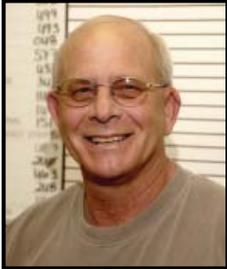
2. Tell Dispatcher: "I wish to report an overdue aircraft."

3. Leave your contact information.



Upgrades Completed at Stanley and Garden Valley

By: Gary McEllheney
Airport Maintenance Manager



The new restroom and shower facility at the Garden Valley Airport is the biggest partnership we have ever undertaken for an airport improvement project.

Without that partnership, the facility would not have been completed for several more years. Aeronautics secured permits and approvals for the project and managed site preparation, including excavation and installation of a septic system, electrical installation and plumbing fixtures. The Idaho Aviation Foundation (IAF) donated \$20,000, with an additional \$9,000 in earmarked donations, to fund construction of the building.



Aeronautics Administrator, JV DeThomas, presents the "key" to the new shower to state IAA President, Jim Davies.



New Garden Valley shower facility



New runway paving at Stanley

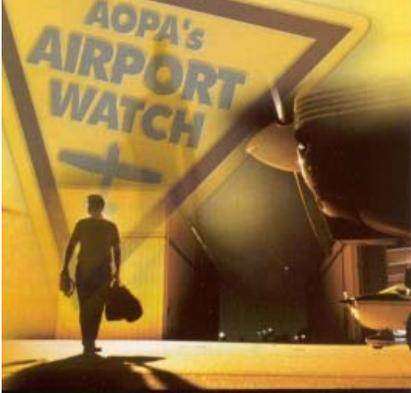
Aviation Association (IAA) members, along with local craftsmen, provided several hundred volunteer hours to complete the new structure.

In addition, ITD highway personnel and Aeronautics division personnel collaborated to accomplish something never done before in Idaho: paving a 30-foot by 1600-foot section of the Stanley airstrip, including a run-up area. It is the first of our 31 airstrips to receive an asphalt surface. Once again, we couldn't have done it without the help of ITD's District 4 Highway Maintenance Crew and their equipment.

Many thanks go to ITD, the IAF, the IAA and the myriad volunteers for their countless hours in the completion of these projects. We also can't forget to thank the many volunteers and various other groups for the 1000 man-hours they gave to maintain and groom the

state's airports this past year. Through your efforts and cooperation, Idaho's airports are second to none.

(Photos courtesy of Aeronautics)



**Lock Up.
Look Out.**

Participate with your fellow pilots in the safekeeping of general aviation's local neighborhoods—our home airports.

Report suspicious activity:
1-866-GA-SECURE
866-427-3287



Bonner County Sheriff sprouts Wings!!

**By: Lieutenant Bill McAuliffe,
Bonner County Sheriff's Office,
Air Asset Division**

I know you are not going to believe this, but the Bonner County Sheriff's Office now has an airplane! Not many of us, especially in North Idaho, would ever expect their local Sheriff's Office to have an airplane, let alone an "Air Asset Division"; maybe the Los Angeles Police Department or the New York City Police Department, but Bonner County?

Today, thanks to a three-year grant from the Department of Justice's National Institute of Justice (NIJ), we proudly possess a Rans 6ES, Coyote, Experimental-Light Sport Aircraft (E-LSA). Bonner County is only the third law enforcement agency in the U.S. to utilize this particular aircraft and the first in the Northwest to obtain an aircraft as part of the NIJ's program.

You are probably wondering how in the world we were able to pull this off. Well... we can all thank Undersheriff Bob Bussey for following his inspiration with all the steady determination and powerful dedication imaginable. After researching the NIJ's data on low cost air assets for small, rural, tribal and border-region law enforcement agencies in the U.S., he spent several months preparing and gathering support for the opportunity to obtain an airplane through this grant. Finally, bags packed, he headed for Maryland to address a division of the NIJ to discuss just that.

Los Angeles and New York City have helicopters and airplanes because they have both the need and the necessary

funding. Moreover, consider that the initial purchase price of a helicopter, which likely exceeds \$1 million, along with an average of \$800 an hour to fuel, fly and maintain it; and it is no wonder that small agencies like the Bonner County Sheriff's Office couldn't afford an airplane or helicopter...until now.

But why get an E-LSA? This aircraft is not only extremely cost efficient, it is also a good fit for the functional requirements of Northern Idaho. The aircraft holds two people, costs an estimated \$45 an hour to operate and is valued at \$60,000. During the 26 hours it took us to bring it to Idaho from Dallas, we cruised at 2000 feet AGL at around 85 MPH while burning a miniscule average of 4.5 gallons of gas an hour. The 80 horsepower, four-cylinder, water-cooled Rotax 912 engine hummed along at about 4200 RPM and didn't burn a drop of oil. With 100LL avgas averaging about \$6.00 per gallon, the Rotax can also run on premium unleaded auto gas at an average of about \$3.89 per gallon.

Some of you may wonder how we are able to fly an E-LSA, certificated as Light Sport Pilots and yet be paid to fly. According to current FAA rules, so long as the aircraft is flown as "public use," which includes search and rescue, drug interdiction, law enforcement, aerial photography, natural and man-made disaster assessment and other similar duties, the pilots can be compensated for their flying, and the agency can be



Rans 6ES, Coyote Experimental-Light Sport Aircraft

reimbursed the cost of providing law enforcement assistance to other government agencies and for other public use needs. As I explained during a recent presentation to the Sandpoint Chapter of the Experimental Aircraft Association, "...when you see this airplane flying, rest assured that it is either a training flight or a law enforcement mission. This airplane will not be used to support personal or office administrative needs. We are a mission-driven, public safety and public service unit."

The Rans is presently located in Sandpoint, and the Sheriff's Office has begun building their Air Asset Division hoping to demonstrate the need and the feasibility of serving the community with a low cost airplane. I am happy to say that the Undersheriff has given me the responsibility of overseeing the division; Deputies Chris Wiens and Christian Frye have been selected to join me in this exciting endeavor. But with winter fast approaching and favorable flying weather decreasing, rapidly building a safe and operational Air Asset Division while maintaining a full schedule of normal law enforcement activities will be a daunting challenge, but not impossible. We are working with the Idaho Transportation Department's Division of Aeronautics and local Sandpoint aviation groups and businesses to ensure that the Bonner County Sheriff's Office, Air Asset Division, is operated as a safe, effective, and a wise investment of taxpayer money.



Lt. McAuliffe briefs CFI, Randy McLain, and another detective as they prepare to search for a marijuana grow.



Sight and Hearing Impaired Students become Young Eagles

By: Dale Cresap, EAA Chapter 407

A cornerstone of the Experimental Aircraft Association's (EAA) program is to introduce youth to aviation through the Young Eagles program. Volunteer pilots from local chapters donate their time and aircraft to give boys and girls the opportunity to experience flight. A big annual event for the East Idaho EAA Chapter 407 is a Young Eagle rally at the Idaho School for the Deaf and Blind (ISDB) in Gooding.

This year marked the fifth rally at the school. Insurance issues forced last year's event to be cancelled and the unusual spring weather hampered this year's event, forcing two postponements. Finally, it all came together on May 2nd.

I briefed our pilots to arrive by 8:30 AM. Flying over from Blackfoot in an Ercoupe, I soon discovered to my dissatisfaction that we were bucking headwinds, and it was questionable whether I would make the scheduled arrival time. But luck was with me as I arrived five minutes ahead of plan. It was great to have our friends from the Boise chapter join us in the festivities. After I introduced the pilots to our eager passengers, it was finally time to fly.

I flew four students who were excited and eager, especially when taking the controls. The dynamics of each disability is different: deaf students don't require a headset obviously,

whereas blind students require more intensive coaching. After my last sortie, there was still time for staff members to fly, and they were just as excited as the students.

When all the flights were completed, I stopped by the office to sign their Young Eagle certificates. I noticed that some of the certificates were different. I asked a staff member why some had plastic strips and others didn't. He

informed me that the plastic strips included the certificate information in Braille. It made me stop for a moment and wonder what it must be like to experience flight when you can't see.

The final event of the day was lunch and an awards ceremony. We flew a total of 56 students; a satisfying experience and a great Young Eagles rally. The students' unabashed enthusiasm and gratefulness made the entire effort very worthwhile.

(Photos courtesy of Dale Cresap)



EAA members, ISDB staff and Young Eagles



Dale describes the airplane and flight to eager, soon-to-be Young Eagles.

Color

Continued from page 3

However, his first Angel Flight Mission had the greatest impact, involving a little girl from Grangeville by the name of Abby Silveria, a six-year-old diagnosed with Leukemia." That journey was chronicled in a 2000 article by David Johnson in the Lewiston Morning Tribune. According to his story, "I consider Abby my patient," Johnny had said. "She was 5 years old and weighed about 39 pounds the first time I picked her up. She had a sun bonnet on, and she took it off. She was totally bald." David continued, "Such are the realities for little children who must wage the war against cancer. So, instead of simply providing a quick means of transportation, Stewart has dipped into his own wallet, and maybe his heart, in hope of helping make Abby's spirits soar." Abby's mother, Gayle summed it up best, "It is so giving of him (Stewart) to give of his time and resources."

See Color

Continued on page 12

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Our appreciation to Jim Raeder, Charles Ballo, Mike Satren, Briana LeClaire, Greg Gibson, Ashley Covert, Rachel Schwam, Patty Mitchell, Mike Kincaid, and Quest Aircraft for the use of their photos.



Calendar of Events

FEBRUARY

3-4 **Flight Instructor Refresher Clinic**
Boise Hotel and Convention Center (old Holiday Inn), Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov

APRIL

13-14 **Flight Instructor Refresher Clinic**
New Caldwell Airport Terminal, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov

JUNE

25-27 **ACE Academy**, Frank Lester, 208-334-8780 or frank.lester@itd.idaho.gov

Email your event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.

An excerpt from: *Aviation History of the Central Idaho Wilderness*

By Jim Larkin, Bud Filler, and Others; Edited by Peter Preston

Around 1954, the Payette National Forest, anticipating building a pack bridge near remote Campbell's Ferry on the Salmon River, asked Bob Fogg, of Johnson Flying Service, if a landing strip could be prepared in the vicinity of the bridge site. There were no "flat" spots in that part of the canyon, so Bob did the best he could with a side hill pasture at the Zaunmiller ranch at Campbell's Ferry. The resulting "airstrip" is a most difficult one, about 650 feet long at an 18 percent grade, in which one lands flying at the wall of the canyon.

One winter, Frances Zaunmiller (who became known to the pilots irreverently as "The Belle of the Back Woods") called out on the backcountry radio for supplies. The weather had been poor for nearly two weeks and she was needy for a few things. As Jim (Larkin) was readying the ski-equipped Travelair to fly, Frances reported by radio that the winds were calm. As Jim was flying down the narrow Salmon River canyon he circled overhead to check the strip before setting up for the landing, noting that the wind sock was hanging straight down, which is a good sign, although the air was turbulent. This puzzled Jim, but he started down river and powered back for a sharp left turn to final approach. Having made the turn for final approach, Jim was committed to landing. As he turned he felt a burst of wind from behind which pushed him up the hill past 'precious' ground. As Jim shoved the Travelair on the ground with force and speed, he noted pine boughs across the runway at the end of the strip. The skis caught the branches and the aircraft came to a stop. Frances was waiting at the top of the strip and



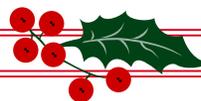
greeted Jim with a big grin, saying "I knew you wouldn't land with a tail wind so I tied rocks in the wind sock." Although weighting the wind sock was a very dangerous act, she had enough intelligence to put the pine boughs on the runway to stop the skis, as she wanted Jim to return on future trips.

Larkin's story as told to Lori MacNichol in 2002. Aviation History of the Central Idaho Wilderness, By Jim Larkin, Bud Filler, and Others, Edited by Peter Preston and published through the Heritage Program, Payette National Forest, Forest Service, Intermountain Region, U.S. Department of Agriculture, May 2003.

Color

Continued from page 9

So Johnny or "Sky Eye" as he is known at the CPTPA, is the new face of General Aviation: giving back to the community that he has been so fortunate to know, but doing it with humility and without fanfare. The IAA awarded him a lifetime membership in 2010 in recognition of his many years of service. Congratulations Johnny; you don't have to talk about it; we see it in your face.





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Lewiston Airport Unveils New Displays **Solos**

Friends of the Lewiston-Nez Perce County Regional Airport (LWS) announced the recent unveiling of two new displays in the terminal lobby.

The first highlights the Lewiston-Nez Perce County Regional Airport "Air Traffic Control Tower", which is one of 271 contract towers in the United States. The tower was dedicated on October 10, 1974, coinciding with the 5th anniversary of the inauguration of jet air carrier service into Lewiston. The tower was recognized with the first Willie F. Card Memorial Award in 2003 for exceptional service and as the best contract tower in the nation. Wendy Fredrickson is the current Tower Chief.



recognizing the potential of serving the Lewis-Clark Valley, FedEx inaugurated service into Lewiston from Spokane. By March 1985, encouraged by their success, they moved into an old aircraft hangar at the airport. By 1993, they had outgrown the original building and moved to a new 38,000 square-foot building, the site of the present facility. FedEx provides jobs for 24 employees from Lewiston and the surrounding communities, and serves customers in an area of 14,000 square miles. FedEx was recently ranked as **one of the top five**

global companies to work for by the World's Best Multinational Workplaces. FedEx was selected for this recognition from among 350 multinational companies in 45 countries.

FedEx, located just east of the terminal, is also featured. In 1982,

Except for Lewiston's Sesquicentennial Celebration – 150 years of history, the displays are changed every 60-90 days and feature services and businesses related to the airport.

(Photos courtesy of Friends of the Airport)

Continued from page 1

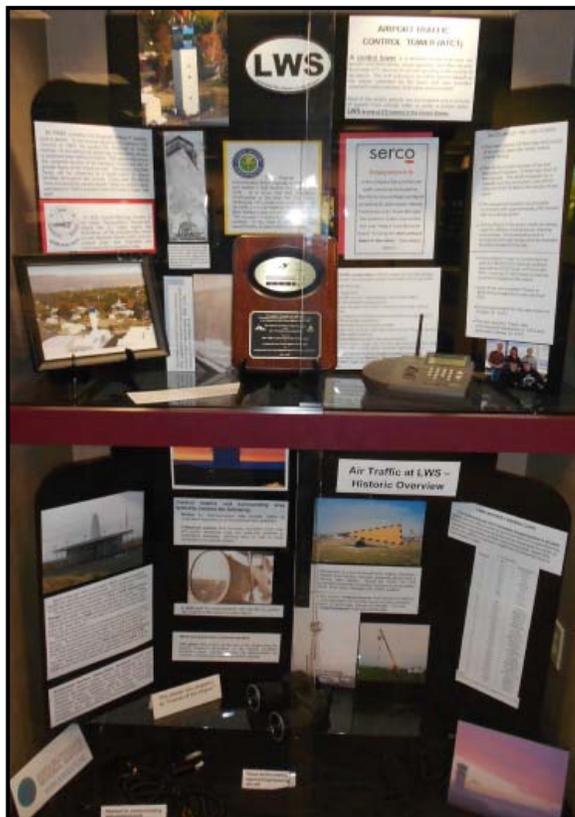
horse barns for flying time and quickly progressed through pre-solo. Zach is quiet, confident and hard working. When his instructor asked if he thought he could fly alone, Zach just nodded and said, "Yes. I thought you would never ask."

Both soloed on the same morning in August. Maggie went first. Her first pattern solo began normally: engine run up completed; radio call completed; launch. However, as she turned cross wind on her very first pattern, she heard a radio call: "Sandpoint area traffic, Challenger Jet 524FX, fifteen miles out for runway 1, Sandpoint." At a moment when the average student would begin to sweat and doubt might creep into their mind, Maggie performed like a pro. With plenty of time to complete her pattern, she made a nice, nose-high landing. Pulling off the runway, she advised her instructor and others who had come to watch that she would wait for the jet to land rather than share the pattern with a fast mover.

The Challenger clears the runway, and off goes Maggie for pattern number two. Leveling off on downwind, a Citation jet announces a straight-in to Maggie's runway. No problem, plenty of room; again, she completes her second landing and waits for the jet to clear. During her third pattern, a Kodiak was

holding short and Maggie announced her position on downwind, making absolutely certain that the turbo-prop pilot knew where she was and that she was to be reckoned with.

"Awesome!" was the first word Maggie said after she shut down



The Lewiston Tower Exhibit



The FedEx Exhibit

See Solos

Continued on page 16



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"Finest instruction I've encountered in my eight years of flying. I took the 7-day IFR course as a high-time (1,300 hour) VFR pilot who developed some bad habits along the way. Cammie and Ryan had me flying with precision and I passed my checkride with flying colors. I recently upgraded my panel to include a GNS-430 and MX-20 and I needed to get comfortable with my new equipment. Even though the GNS-430 is very powerful, you must learn the regulations for its use as a primary or alternate means of navigational guidance. You just cannot acquire this knowledge from the Garmin manual alone. This group is committed to your on-going safety, not just to passing the checkride."
-Don, Beech Bonanza, Boulder, CO

"Cammie is the most useful, knowledgeable and pleasant instrument instructor I know. I've referred several pilots to her already. Terrific." -Jake, Columbia 400, Ketchum, ID

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Eastern Idaho Ninety Nines

A group of us from the Eastern Idaho Ninety Nines met bright and early at the Pocatello Av Center last September to repaint the Compass Rose on the tarmac in front of the Pocatello Airport Tower. We first painted

it in 1995, followed by a little touch up in 2000, but it sadly showed the effects of the wear and tear of time; the bright blue had faded to a pale aqua!

Five of us and one Ninety Nine mom showed up with paint rollers, gloves, water bottles, knee pads and sun screen. After nearly five hours, the



Pictured are: Joy McDonald, Sandy Storhok, Sandi Bills, Jonnie Landis, Lisa Lloyd and the mom of a Ninety Nine, Lou Jones.

80-foot rose was completed. There were lots of “Ooos!” and “Ahs!” and “Wow, that really looks good!” as we began to realize just how shabby it had been. Although our painting for 2011 is finished, we are considering painting a Compass Rose at the Blackfoot airport next year.



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Solos

Continued from page 14

and deplaned. There were plenty of high fives from the pilots who had gathered. Then, she said, “Too many jets.”

Now it was Zach’s turn. The pattern was empty and it looked perfect for a first solo, until the flight of seven RVs and a Bonanza showed up. Zach made his first pattern and landing. Taxiing back for his second takeoff, he was suddenly surrounded by the Bonanza and the flock of experimental aircraft. A less confident person might have been distracted or rattled by the confusion they caused as they moved around Zach and lined up for a formation take off, but Zach handled



Maggie and the celebratory shirt-tail cutting.

The Eastern Idaho Ninety Nine’s calendar is packed with loads of fun events and exciting projects, including some late fall scrap booking about the Idaho Ninety Nines of long ago as well as other female pilots who have paved our way. We’re all looking forward to a great trip down memory lane! If you want in on the action, please contact Sandy Storhok, Eastern Idaho Chair at ssorhok@gmail.com

(Photos courtesy of Sandi Bills)

it like a veteran and calmly waited his turn. The second pattern was picture perfect and Zach held the nose off as the mains rolled onto the runway. His third and final pattern was also flown perfectly, but was nearly turned into an air show as the RVs and the Bonanza made a formation fly-by over Zach’s runway. As Zach rolled into the chocks and completed his shut down, he looked up smiling, holding both thumbs high.

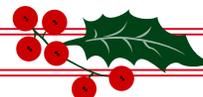
What a fantastic morning!

Traditions die hard among us pilots and a group of us, including some EAA 1441 members, did high-fives and congratulations all around as we cut off Maggie’s and Zach’s shirt tails.

When you fly into Sandpoint, take a moment and stop by the SilverWing

See Solos

Continued on page 17



Solos

Continued from page 16

Flight Services FBO. On the wall in the pilot lounge, two shirts, raggedly cut, announce that two new pilots flew that summer day.

Maggie and Zach promise to be the best they can be and to tell us all about their experiences as the years go by. Best of luck to you, Maggie and Zach, the future indeed looks bright to me.

A special thanks goes to SilverWing Flight Services, to the members of EAA 1441, whose help made these stories possible.

(Photos courtesy of Ken Larson)

Updated Nov. 2011

AIRPORT CONDITION SURVEY

Idaho Division of Aeronautics

We're requesting your input to help maintain our State-Operated airstrips. Please fill out the survey below and drop in the survey box, mail to Idaho Division of Aeronautics PO Box 7129 Boise, Idaho 83707-1129 or email to gary.mcelheney@itd.idaho.gov.

Please circle the airport(s) you are reporting on:

- | | | | | |
|-----------------|---------------|-----------------|-----------------|--------------|
| All | Cavanaugh Bay | Johnson Creek | New Meadows | Twin Bridges |
| Antelope Valley | Copper Basin | Laidlaw Corrals | Porthill | Smiley Creek |
| Atlanta | Cox Well | Magee | Pine | Stanley |
| Bear Trap | Garden Valley | Magic | Slate Creek | Warm Springs |
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Please mark your evaluation with an "X" for each condition.

Condition	Very Poor	Poor	Average	Good	Very Good
Runway (smoothness, marking, rodents, etc)					
Restroom Condition (if available)					
Campsite Condition (trees, lawns, walkways)					
Facilities Condition (fire pits, picnic tables, shelters)					
Caretakers (helpful, friendly, knowledgeable)					
Safety concerns (if yes, please amplify below)	Yes No				

Comments:

Name and Phone # (Optional) _____

Thanks for your help,
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...and Now the Rest of the Story...

By: Nola Orr, Frank Lester, and Nick Grachanin

It is at times like these that my job as editor becomes both frustrating and satisfying. I wish I had a dozen "front" pages available to showcase the rewards our flight instructors are reaping because of their hard work and dedication; a dozen "front" pages to showcase the enthusiasm with which our new pilots are embracing a new-found passion. Frustrating because I have only one "front" page, but nonetheless satisfying because new students, young and old alike, are discovering the thrill of flight. Don't think that because this article has been relegated to an interior page of the **Rudder Flutter** that it is less significant than the accomplishments of Maggie and Zach. I am heartened that age is no boundary and that desire is persistent. I hope that you will read these stories with the memory of your own beginning and share the enjoyment that I have in relating them to you.

Nick Grachanin from Kamiah passed this on to me not long ago: *We had another big day today in Kamiah. Don Fluharty of Grangeville Idaho had his first solo flight in a Cessna 152. This has been a lifelong dream of his, especially since he is 70 years old.*

And these from Nola Orr of Blackfoot: *Leigh Orr, a retired Blackfoot resident [and Nola's husband], is the*



Leigh

first to receive a 'Light Sport' pilot's license in Blackfoot. When asked what inspired him to fly, Leigh explained that in about 1952, when he was 10 or so, he and two friends were caught playing in an abandoned aircraft next to a hanger at the Oswego county airport in Fulton, New York. His two friends managed to escape but Leigh was caught, and got quite a chewing out from a big, gruff man. After the gentleman had calmed down a bit, he asked Leigh what he had been doing in the plane and Leigh responded, "Flying." The man's attitude changed and he told Leigh, "You can play in my plane anytime, but you have to promise me that someday you'll learn to fly." Leigh promised and now laughs and points out that it took him darned near 60 years to fulfill that commitment.

Blackfoot has herself another pilot, according to Nola. *The most recent student pilot to earn his pilot's license is Mark Cornelison, an attorney with the Bingham County Prosecutor's office,*



Mark

who grew up in Blackfoot and returned after attending law school in Moscow.

Nola said that Mark had told her, *"I've always wanted to do this and woke up one morning about August or September of last year, and said 'I'm going to start learning this week!'" His attitude towards flying in a small plane is, "I think once you try it, you either love it or hate it. There's something to it, that freedom of escaping earth's gravity and life as we know it down here below."*

Mark quotes Leonardo DaVinci, who we assume never flew: *"For once you have tasted flight you will walk the earth with your eyes turned skywards, for therein you have been and there you long to return."*

He and his wife, Dorese, reported that their enjoyment increased because of the positive atmosphere created during a flight.

"You don't have the radio going, you don't have cell phones going off, and you just talk. I imagine that it's probably like driving was years ago before there were all those other interruptions."

Well, there you have it. I'm sure there are many more stories out there with the similar experiences and the same results. I take comfort that somehow, someday, we will find a way for recreational aviation to survive. Yes...the future indeed looks bright to me.

(Photos courtesy of Nola Orr)

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