



Jerry Terlisner (JT) Bill Miller photo

The Flyline

The Official Newsletter of the Idaho Aviation Association

May 2021

Welcome New Members!

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 Matthew Miles, Havre, MT

New Corporate Sponsor!
 SayWeather, Clearwater, FL

Events Calendar

May 15: Dug Bar Work Party: 8 a.m. Pacific Time. Lunch will be provided, please contact Bill Ables 541-263-1327 or Greg Bales 541-426-4273 if you'll be attending (so we have an idea on food purchase).

June 5: Carey (U65) Fly-In Breakfast, 7–11 a.m., Mike Kelsey 208-481-0999 or Bob Simpson 208-309-0319.

June 6: Lord Flat Work Party, 8 a.m. Pacific Time. Lunch will be provided for the first day, please contact Bill Ables 541-263-1327 or Greg Bales 541-426-4273 if you'll be attending (so we have an idea on food purchase). Some of us will be transporting equipment in with pickups if the road is open and will spend 2 nights there.

June 19: Rexburg Air Show (RXE), 9 a.m.–1 p.m., **FREE!** Aerobatics, pyrotechnics, food, souvenirs, and historic warbirds.

June 19–20: Jerry Terlisner Memorial Father's Day Fly-In, Garden Valley (U88). Pancakes, BBQ, Missing Man Flyover and more, John Davis, 208-867-4600.

June 24–26: Round-Engine Roundup, Idaho Falls, registration mandatory by June 10, (see Pg 5) Thomas Hoff, galactic@gmail.com.

June 26: McCall Airport (MYL) Open House, 8 a.m.–noon, 208-634-1488, RStein@MCall.ID.us.

July 10: Kamiah Fly-In (S73), 7 a.m.–3 p.m., pancake breakfast starts at 7, lunch starts at 11:30 a.m., fundraiser, silent auction, 50/50 raffle, Young Eagle flights, local vendors, Danyel Rich, 208-935-8551, cvacinc@gmail.com.

July 14–15: Goodwill Barnstorming Tour, Blackfoot (U02), EAA Chap 407 breakfast \$5 donation, plus 30–40 aircraft from the Puget Sound Antique Aircraft Club, Mike Jenkins, 208-521-7254.

July 16–18: 182 Straight-Tail Fly-In, Smiley Creek, Bob Bement, 503-347-2949. Cool shirts and gear: <https://teespring.com/straight-tail-fly-in-2021?pid=2>.

July 26–Aug 1: EAA Airventure, Oshkosh, Wisc., www.EAA.org.

Aug 13–15 Ray Arnold Talk, Flying B Ranch! Reservations 208-756-6295. More info next month!

Aug 14 EAA Sandpoint Fly-In, Jan Lee, 208-255-9954.

Aug 20–21: Cav Bay Fly-In (66S), Don McIntosh, 208-946-8490.

“FLY IDAHO” LICENSE PLATE UPDATE: This year's largely dysfunctional Idaho Legislature is about to take away some \$20,000 a year from the Idaho Aviation Foundation—and eventually take back all our “Fly Idaho” license plates. The specialty plates will no longer be available after July 1st, unless about 400 more plates are sold before July, or unless lawmakers pass the proposed bill to change the minimum number of plates required to be in circulation that they increased from 1,000 to 2,000 last year. Currently, about 1,600 “Fly Idaho” plates are being used. *Despite many letters and calls from Idaho aviators, the two legislators who helped the IAF obtain the plates 10 years ago, Sen. Chuck Winder and Rep. Joe Palmer, failed to take any action to save the plates. Sen. Patti Anne Lodge is the one adamantly opposed to specialty plates.* The IAF uses these funds for webcams, aviation scholarships, safety programs, airstrip enhancements, etc. The plates have been in existence since 2011. People with existing Fly Idaho plates will be allowed to keep them only until their statutory replacement dates (10 years from issue). **But after July 1, all funds from plate sales will go to the state, and none to the Foundation. Please help save this program and buy a plate if you haven't already!**

*****Tell a friend! We can do it!*****

President's Corner

Andrew George



Hello fellow aviators. I learned a hard lesson this last couple of weeks. As many of you know, we lost a truly special person a few weeks ago. Jerry Terlisner, JT, was stricken suddenly on Easter Sunday when walking back to his plane after breakfast in Idaho City. With good friends and a superbly bluebird day, Jerry took his last flight and did what he always

enjoyed. I will miss him. I had the pleasure of knowing him ever since I started being involved in the IAA. I knew a lot about him, as we had spent time together at aviation shows, events, and endless meetings. I knew he was a Vietnam vet and I enjoyed some of the stories. Of course, I heard a lot about his "Double Dozen Dogs" N1212D. What I knew this past week is that we lost a great man, a tireless contributor to the aviation community, a Veteran, a father, a dog lover, and superb pancake maker. What I didn't know we had lost was a lover of trains. I learned that Jerry apparently had a very special love for model trains. He had a large train layout in his house. Granted, I had never been to his personal house. But I hear his collection was impressive. I never knew this, and after all the opportunities, I learned it only after he was gone. So many meals together, so many times in the same place just visiting about airplanes, or IAA, or whatever. I don't think I ever asked the question, "What else do you love besides airplanes?" I bet I would have heard some great stories about trains. It saddens me because I grew up always playing with model trains and had huge layouts in my garage. As kids, we used to lay coins on the tracks near my house and wait for the trains to come by to run over them and then we would go find them after being pressed. I still to this day have trains, H-O scale, Lionel, N Gauge and lots of slot cars too. Granted, they are all in boxes, but will be unpacked soon. I felt a sense of great missed opportunity to share that joy with Jerry when I heard this. Given the man I knew and what he was like, I would have enjoyed so very much to have shared a discussion about trains with him. I hope you take just a moment today and think how this could apply to you and your life. And take what I now have learned and maybe not miss a wonderful opportunity. I am now heavily reminded and aware that a simple fleeting moment in any relationship I have with anyone could be forever changed by asking one question, "What else do you love besides airplanes?"...even if they don't love airplanes. I will miss you, Jerry.



All business today...

Recently, the Board of Directors held its quarterly meeting here in Boise and virtually. As usual, we had a great attendance with our Directors, VPs, and members, as well as the RAF and ITD. We not only covered a lot of significant material but did so with many new faces I want to introduce. In no particular order...We had Greg Lance join the Board as VP of Technology Advancements (webcams!). Greg is a Skywagon driver and Deputy Sheriff up north. He will be "that guy" to help ITD bring all the players in the webcam world together and coordinated in the future. Then there is Aaron Hassemer, who is going to take on some big shoes. He will be heading up the VP of Activities (work parties, etc), the position previously held by Jerry Terlisner. Chellie Terry will be helping him in that arena as well. We also had some members sit in for a bit at the meeting and I thank them all for just wanting to be involved.

One of those members was Sam Perez. Sam was very involved some years ago with the IAA when he lived in eastern Idaho, helping out and volunteering where he could. An A&P, he then moved away and is now heavily involved with the Pilatus and TBM-type aircraft in Colorado. It has been fun watching his career grow. He is now going to give back to Idaho in a special way. Sam has coordinated and is starting a program to distribute Portable Defibrillators within the state. He has a tentative plan for the initial three to be at Big Creek, Johnson Creek, and Smiley Creek. These will be units that the IAA will adopt and maintain for each site. They will then be collected and stored during off-seasons and redistributed in the spring. We will be working with the IAF/Big Creek Lodge to house one unit, and the ITD for the other two at Johnson and Smiley. Each will be sponsored by a specific donor who will be recognized. These units are simple, easy to operate, and flat-out may save a life. Sam has thought about this for literally a few years now. He has worked to bring this to fruition and the IAA and all of us appreciate that effort. As we get close to the rollout, we will announce the details and specifics to each unit and where they are. Thanks, Sam, for helping this to happen!

Father's Day Fly-In at Garden Valley June 19–20th. I hope you will all mark on your calendar this date, as we are planning a very special tribute to Jerry Terlisner during the fly-in. We have a C-170 Missing Man Flyover coordinated for the breakfast on Sunday. To honor our departed friend, who was always such an important part of this annual event, from now on, this fly-in will be affectionately called the **Jerry Terlisner Memorial Father's Day Fly-in**.

Details about the entire weekend will be out shortly, as we could not make the press time for the newsletter with the specifics. Expect a full weekend of events, meetings, and special items to be announced soon for the Father's Day Fly-In. ✈️

Blue Skies my friends.

Andrew 208-794-4480
Andrew@BaseConstructors.com



District 2 – Lewiston/Hells Cyn/Wallowa

Bill Ables



It's hard sitting here at a computer while the sun is in full sunshine mode outside, and the wind is nil. I'm sure many of you have felt this way at one time or another. But, knowing all the hard work that Crista Worthy puts into producing our quality newsletters each month makes my small share seem relatively easy.

Speaking of sunshine and quality, my thoughts go to Jerry Terlisner, who recently passed away. He was a longtime mainstay of the IAA and will be truly missed by all of us! The first work party I attended was at Big Bar along the Snake River. 17 airplanes and some 30 folks showed up to work on that 1,200-foot airstrip. But the best thing I remember about that day was when a C-206 came in shortly before noon and made a "Perfect Ten" landing. The pilot of that C-206 got out, grinned at everyone, set up a table, and soon had food fit for a king placed upon it. The pilot was Jerry Terlisner! Tailwinds, Jerry!

As most of you are aware, the IAA recently restructured our Districts, adding District VII. A big thanks to Dave Irvin for stepping up and taking on the directorship of this new district. A lot goes on in each of our seven Districts throughout the year, and your Directors stay busy dealing with the various issues that affect all of us, whether at your home airport or at your favorite dirt airstrip.

District II is now long and narrow and encompasses just north of the Pullman-Moscow area and south to Weiser, taking in the lower Salmon River and the Snake River/Hells Canyon areas. If you, or anyone you know in your District, has a little spare time or expertise regarding their District's territory, and wants to share it and help your District's director, by all means, contact them. I always enjoy getting calls from folks in District II and discussing the myriad issues that seem to come up throughout the year. And remember when you initially join or renew your IAA membership, sign-up for a Chapter, especially folks from outside of Idaho. If you sign-up for the Wallowa Chapter, you will get info concerning both work party and social events going on here in District II.

Here in District II, we are starting an adopt-an-airstrip program to ensure that each of our 11 airstrips provide a safe environment for recreational aviators throughout the year. My thought is that this program will aid in better communication with the land managers (BLM & USFS in our case) as well as better and more timely maintenance for each airstrip, including noxious weed control. Ideally, more than one person would adopt an airstrip and would work in concert with each other to identify the needs that a work party could address at the appropriate time. If you're interested, send me an email or preferably, give me a call.

A unique group that has been working with the USFS within the Hells Canyon National Recreation Area (HCNRA) is the Hells Canyon Recreation Collaborative (HCRC). Some of you may be aware of this group, but for those who

aren't, this group was formed in December of 2016. It's a 501(c)(3) nonprofit, run by a board of directors. The membership includes a cross-section of HCNRA user groups: Private and commercial rafters, private and commercial jet boaters, outfitters, jet boat manufacturers, backcountry aviation, hiking groups, conservation groups, veteran's organizations, citizens at large, and ATV/UTV groups. The mission of the HCRC is to work collaboratively to maintain and improve recreation access into the HCNRA by all user groups and to maintain the historical infrastructure and make recommendations to the USFS promoting a sustainable recreation experience through the involvement of a broad-based group. Aviation is one of the member user groups.

The HCRC website is www.HellsCanyonRecreation.org and their Facebook Page is Hells Canyon Recreation Collaborative.

After a recent flight into Hells Canyon on April 11th, I can report that the airstrips are in good shape, it is turning green in the lower elevations, snow levels are rising, and the Canyon is being enjoyed by campers, hikers, jet boaters, and aviators alike.

Fly Safe and watch those Canyon winds!

Cheers, Bill Ables



Take a friend! Bill Ables photo.

FUEL & OTHER DISCOUNTS FOR IAA MEMBERS!

Print your IAA membership card for your wallet, and call:

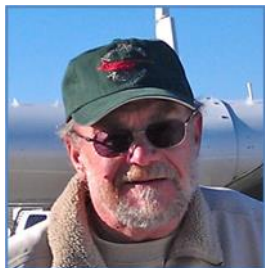
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Western Aircraft	Boise	208-338-1833
Turbo Air	Boise	208-343-3300
Arnold Aviation	Cascade	208-382-4844
Aero Mark	Idaho Falls	208-524-1202
Atlantic Aviation	Hailey	208-788-9511
AvCenter	Nampa/Pocatello	208-866-3740
Reeder Flying Service	Twin Falls	208-733-5920
Selkirk Aviation	Coeur d' Alene	208-664-9589
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Stangel Flight Service	Enterprise, OR	541-426-3562

More information available at www.IdahoAviation.com

Tell our sponsors "thanks!" when you stop by!

District 4 – Sun Valley & Magic Valley

Kerry Requa



I am looking back to where we were a year ago. I am impressed we are shaking off the Covid ordeal and appear to be coming out of the woods. Time will tell what the total damage from this mess will be. Let's put forth a positive attitude and keep our fingers crossed, we might be able to find the exit by mid-summer.

I am going to kind of bounce around here and hit on several subjects I feel we all need to look at. Now is the time to prepare for a near-normal summer flying season. Make sure you and your aircraft are ready. One thing I have noticed over many years is that some pilots do not check the air pressure in the tires. They think that if the aircraft is in for any kind of maintenance, the mechanic will take care of it. Sometimes the tires can look fine, but if you check them, they could be low. On some aircraft, if the tires are just a few pounds low, you can notice it because it can extend the takeoff roll enough to notice if you pay attention. And I know all of you are in tune with your airplane enough to pick up on that, right?

I recently completed my BFR, and I encourage all of you to make sure you are up to date and check when your medical is due as well. Those who fly with the Basic Med certification take note, it has been 4 years, and it is time to renew if you were among those to use the new process. AOPA and others have what you need to recertify. Make the appointment with your doctor now if you haven't already. Some of our doctors are taking about a month to get an appointment so "GIT 'ER DONE."

I have also been looking at what our water year may be like and I don't like what I see at this time. We could be set up for a dry spring and summer in many areas. That means the fire season might start early and be a very long one. I still hold hope that the next month or two will give us some storms that will help reduce the severity of the fire season.

We have many challenges this year, but I know with a strong membership and good people who genuinely want to preserve our backcountry strips we can make amazing progress. Our IAA is strong with good leadership. We will all miss JT and all he did for our association. It is up to us to step up and answer the call when needed. Our efforts to bring several airstrips back into operations appear to be paying off. The Forest Service and the State of Idaho simply do not have the money or personnel to maintain all our precious airstrips, so we must answer the call when and where needed.

Let's launch this flying season with enthusiasm and pay attention to detail, make preparations now to be safe and have a great time. Thank you for being a member of the IAA, together we will make a difference. ✈️

Tailwinds,
Kerry Requa



District 5 – East Idaho

Mike Jenkins



The East Idaho Chapter had its 2nd Wednesday of the month meeting on March 10th at Aero Mark in Idaho Falls. Enough good can't be said on behalf of Aero Mark in their continued support of IAA and, specifically, allowing us to meet at their facility. All of us were disappointed at hearing the 2021 Idaho Aviation Expo had been cancelled but understand and fully support the reasons for that decision. Next year the Expo will be back and hopefully bigger and better than ever.

The work party that we had planned for Bear Trap was not completed due to weather and schedule conflicts. However, Earl Preston, our Chapter Director for that area, did drive out to Bear Trap to do a little recon. He also replaced the windsock. I certainly wish they wouldn't add so much starch to those new windsocks!!! (see photos).



Earl also reported that the ruts have grown deeper, with areas of erosion making the runway very rough, especially on the west one-third. It will require more resources and be more involved than previously anticipated. We still plan to have a work party to address those issues; the date will be announced. Earl has also adopted Rockford (2U4) and reports that he reseeded the grass and that the grassy area east of the runway is smooth and suitable for landings but to be mindful of the four-foot boundary fence. Rockford is a great airport to practice pilot proficiency. As always, do your homework and make yourself aware of everything necessary to have a safe flight...and landing!

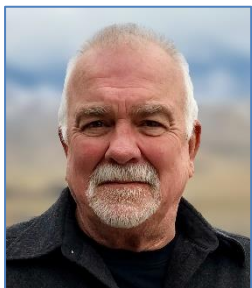
East Idaho Chapter member Roger Blew reports that the Idaho Falls City Council gave approval for work to begin on a new master plan and the formation of a Technical Advisory Committee at which the Idaho Falls Airport Association will have a seat. That is good news for KIDA. Remember the website is www.IFAirport.com for more information.

(continued on Page 5)

I am pleased to report that the Legacy Flight Museum in Rexburg, Idaho is having their FREE Air Show this year on June 19th at 9 a.m. It will be a great event for the entire family. It has always been an exceptional event in the past so this year should be exceptional as well. Details are on the front-page calendar or museum Facebook page.

The common theme of **relationships** I wrote about in March remains a significant asset in our work to promote and protect General Aviation in Idaho. I would also like to add **volunteerism** to the IAA's arsenal of attributes. Countless hours are voluntarily contributed by many, many individuals in our great association for the enhancement of all things aviation. Thank you for all you do in your efforts to buoy each other up in difficult times and freely contribute to the advancement of aviation. Remember you all are the eyes and ears of the goings-on at your airports and the airports you frequent. Please do not hesitate to contact me if the need arises. Blue skies. Mike ✈️

District 6 – Salmon & Challis Dick Williams



I am on a hiatus this month in Hawaii and will update next month. Happy Spring! ✈️



Editor's Note:
Have you read Dick's book, [*"Notes from the Cockpit: A Mountain Pilot's Perspective"*](#)? Highly entertaining! Filled with fun stories! Amazon.com.

District 7 – McCall & Central Idaho Dave Irvin



These are difficult and challenging times for everyone. It seems in recent months that we have all endured one heartbreaking tragedy after another.

The shocking and unexpected passing of Jerry Terlisner on April 4th has hit this community particularly hard. I never had the privilege of meeting or knowing Mr. Terlisner but have spent a great deal of time reading and listening to the stories about him and how many lives he touched in such a positive and meaningful way over the years. I so wish that I would have had the opportunity to have met and known him, rest in peace sir.

It looks like we have identified a couple of volunteers that are going to be helping with irrigation, mowing, tree removal, and parking area upgrades at Big Creek Airstrip this year. These folks will begin training on the equipment (weather permitting) by mid-May and will be deployed and in action on or shortly before Memorial Day Weekend. I will introduce them in the June edition of *The Flyline*, so please make sure you say thank you when you drop into Big Creek this summer.

We have had a couple of recent pilot reports on Moose Creek Airstrip and as of this writing, the long runway is still closed and there is still snow, mud, and some standing water in certain areas of Runway 4/22. I expect things to be drying in the next couple of weeks so, as always, use caution. Bill McGlynn from the RAF will be the first volunteer into Moose Creek this year and should be arriving the last week of April and will be there for about a month. If you stop in, please make sure you tell him thank you for his efforts!

We are still looking for volunteers to help with several projects going on this year, specifically at Bernard, Cabin Creek, Soldier Bar, and Cold Meadows, if you have any time or interest, please drop me a line.

On a personal note, I will be in Africa from May 7th thru May 21st so if you are trying to get a hold of me be patient and I will get back to you as soon as possible. Hope to see you in the backcountry this summer!

Fly Safe, Dave Irvin ✈️

Hey all! We're going ahead with the **Round Engine Round-Up** this year! Dates are June 24–26, 2021. Due to logistical challenges, we do not have a Saturday fly-out planned. We will likely do some sort of scenic flight though.

We have a block of rooms reserved at the Hampton Inn Idaho Falls Airport with a discounted rate. To make reservations call 208-523-1400 Ext. 0. The group code is RER.

Registration for the Round-Up is mandatory. Meals are limited. Please register by June 10, 2021. Contact Thomas Hoff as soon as possible at galactic@gmail.com if you plan on attending. We hope to see you soon! ✈️

2021 Air Race Derby—Idaho Racers! Cheryl McCord

The Air Race Classic (ARC) is holding the ARC Air Derby for 2021 in place of the traditional women's cross-country air race that has been held every year, with few exceptions, since 1929.

Due to the uncertainties in planning around the coronavirus pandemic, the 2021 race will have a different format. Instead of the single route over more than 2,000 miles, this year's race allows teams to plan their own route with five legs of at least 65 nm. Another difference for the Air Derby is, racers can fly any type of small plane and compete against their own estimated time for the route. In the Classic race, teams competed against the handicap speed of their planes derived from a test flight at full power. This year each team can fly their planned flight any day from June 12–June 26. The flight tracking data will be submitted for judging.

Prizes will be awarded for the closest time differences between the estimates and actual times for each of the five legs and the entire route.

Race Teams in the Treasure Valley and Idaho *

#16 B&B Flying Circus – Gina Bosco and Lisa Breuer
#25 Free Rein – Sherry Kandle and BJ Carter
#33 Drag'nFly – Cheryl McCord and Sharki Kontra

For more information, visit the Air Race Classic website, www.AirRaceClassic.org or call Cheryl McCord at 208-440-4509.

* Note: Race registration is open through April 30. A final list of Idaho racers can be provided.✈️

Contacts

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State Vice President

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Dist #7 Dave Irvin	208-521-8908

THE FLYLINE—Crista Worthy

Editor@IdahoAviation.com

Safety Trumps Regulations Don Lojek, VP Legal Affairs

Your smooth flight to Seattle might be suddenly interrupted by a distress situation. Examples are abundant but could include low fuel, fire, VFR into IMC, or sudden medical problems.

FAR 91.3 states: "In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this Part to the extent required to meet that emergency."

The ATC Guide, Chapter 10, suggests that a pilot who encounters a distress situation should declare an emergency by beginning the initial communication with the word "Mayday," preferably repeated three times.

Recall, however, that the PIC is exactly that—the person in control of and responsible for an in-flight aircraft. The *pilot* will determine a course of action and ATC will assist with vectors, weather, and the clearing of any adverse traffic.

But notifying ATC of a deviation from instructions is secondary to the primary goal of safety. Few of us read the ATC manuals and, technically, a declaration of "Emergency" or "Mayday" is not necessary prior to a deviation, if circumstances dictate.

The transponder should be set to 7700 and ATC (or Tower) should be apprised of the problem and the pilot's intentions.

Emergency services are set forth in the AIM at Section 6.2. If ATC or a tower is unavailable, 121.5 should be used with announcements of position, altitude, and intentions if the pilot is not on a traffic pattern or backcountry frequency.

Yes, upon landing the pilot will have to fill out required FAA forms. A minor pain compared to the averted disaster. When in doubt, Mayday is not a dirty word.✈️

New Corporate Sponsor Offer! Scott Samson, SayWeather

We'd like to offer a **\$500 discount** on our SayWeather, SayWeather Pro, or SayWeather Pro+ systems (www.SayWeather.com) to IAA members!

Rules are: one discount per system; if we have any other specials going on at the time, the member would receive the better but not both discounts.

Our system would be useful for many airports in Idaho and surrounding states (currently one at Flying Joseph Ranch - OID2).

We learned of your group at a prior Pacific Northwest tradeshow in Puyallup, Wash. a couple of years ago. Seems like a really good group and you have a great newsletter, too! Check out our ad in *The Flyline*! Thanks, Scott

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Remembering Jerry Terlisner Crista Worthy, Editor

JT (Jerry Terlisner) was with the IAA from the beginning. He even designed our logo. Nobody, not even the late great Aeronautics Director Chet Moulton, organized more work parties than Jerry. I always enjoyed flying with him in his beautiful Cessna 170. JT knew every bend of every canyon in Idaho's backcountry and had a better nose for weather than anyone else I've seen here. I saw him make excellent judgement calls on several occasions, turning around when others got stuck or got into less-than-marginal situations. "There's always tomorrow, and this way I get to live to fly another day!" he'd say. JT's flying days finally ran out, but he will always be synonymous with the Treasure Valley Chapter's Father's Day Fly-in at Garden Valley. Next time you make pancakes (his were awesome) raise your spatula in a salute!

We miss your sweet smile, Jerry. 🍴



Bill Miller photo.

JT was the king of pancakes at any breakfast fly-in. He must have cooked up 10,000 of them at least! Photo by Molly Mouser, at Garden Valley, June 2014.

*Below:
Jerry Terlisner at an IAA Board Meeting, July 31, 2002.
Who's that next to him?
Why, that's Nat "Blackie" Adams, Hellcat pilot in WWII, awarded the Distinguished Flying Cross and other medals. Oh, and Adams saved the life of future President George H.W. Bush, after Bush was shot down. Really.*

Read about it [here](#).



Left to right: Bruce "Sparky" Parker, Jerry Terlisner, and Dale Haynes at Chamberlain Ranger Station for Wilderness Within Reach, 1992.



JT and his Cessna 170 "Double Dozen Dogs," Johnson Creek, 1993. Bill Miller photo.



That Cessna got a primo paintjob later. Here it is at Jerry's hangar, Gowen Field, Boise, 2019. Crista Worthy photo.



Yep, JT designed the original IAA logo, at left. CAVU skies, green trees, tall mountains, and a beautiful airstrip. What more could an Idaho pilot ask for? Tailwinds, Jerry. You will not be forgotten. 🍴

*Fly somewhere beautiful?
Did you get any pretty airplane photos? Send 'em to
Editor@IdahoAviation.com
For our Facebook page or The Flyline!*

Please send calendar and editorial submissions to:
Editor@IdahoAviation.com
Deadline is the 15th of the month

Jet News

Southwest Airlines Orders 100 Boeing 737 Max Planes



In this Wednesday, Nov. 18, 2020 file photo, a worker uses a flashlight to inspect an engine on a Boeing 737 Max 8 built for Southwest Airlines at Renton Municipal Airport in Renton, Wash. On Monday, March 29, 2021, Southwest said it's expanding its all-Boeing fleet with an order for 100 737 MAX airplanes. (AP Photo/Ted S. Warren)

NEW YORK (AP) —

Southwest Airlines said Monday it's expanding its all-Boeing fleet with an order for 100 737 MAX airplanes.

The Max was grounded worldwide in March 2019 after two crashes that killed 346 people. Regulators in the U.S., Europe, Canada, Brazil and other countries cleared the plane to resume flying after Boeing changed an automated flight-control system that played a role in the crashes.

Dallas-based Southwest expects aircraft capital spending of about \$5.1 billion through 2026.

Under the deal, Boeing could build more than 600 new 737 MAX jets for the airline through 2031.

Earlier this month, Chicago-based Boeing Co. reported its first positive net orders for commercial airplanes in 15 months. The orders could indicate that airlines are starting to feel more optimistic about a rebound in travel, which has been devastated by the coronavirus pandemic. ✈️

Rolls-Royce Starts Building UltraFan, World's Largest Jet Engine

Rolls-Royce, the British engineering giant, started building the UltraFan, the largest aero engine in the world.

Rolls-Royce announced that the company started building the UltraFan demonstrator at its DemoWorks facility in Derby, the United Kingdom. "Significant investment has been made to develop the UltraFan demonstrator and associated technologies by Rolls-Royce and a variety of funding agencies, including the Aerospace Technology Institute and Innovate UK, LuFo and Clean Sky Joint Undertaking," read the announcement by the company.

"This is an exciting moment for all of us at Rolls-Royce. Our first engine demonstrator, UF001, is now coming together and I'm really looking forward to seeing it built and ready for the test," commented Chris Cholerton, the President of Rolls-Royce.

"It is arriving at a time when the world is seeking ever more sustainable ways to travel in a post-COVID 19 world, and it makes me and all our team very proud to know we are part of the solution," Cholerton continued.



Photo credits: Rolls-Royce, Flickr

The manufacturer expects that the first module of the world's biggest aero engine, which has a fan diameter of 140 inches, would be completed by the end of the year and would help redefine the future of sustainable air travel.

Rolls-Royce indicated that the key engineering features of the UltraFan include a new Advance 3 core architecture, combined with its ALECSys lean-burn combustion system, which will allow delivering maximum fuel burn efficiency and low emissions.

Besides, the manufacturer is focused on a geared design that should deliver efficient power for the high-thrust and high bypass ratio engines of the future. The carbon titanium fan blades and a composite casing were also something that Rolls-Royce has been looking at while developing the UltraFan. The fan blades, made out of carbon titanium and a composite casing allowed the manufacturer to reduce the weight of the engine by up to 680 kilograms (1,500 pounds).

Meanwhile, advanced ceramic matrix composite (CMC) components are expected to operate more effectively in high-pressure turbine temperatures.

The potential new family of UltraFan engines is expected to power both narrow-body and wide-body aircraft and deliver a 25% fuel efficiency improvement in comparison to the first generation of the Trent engine family. ✈️

DESTINATIONS

Crista Worthy, Editor

Welcome to the “Destinations” section of *The Flyline*, where we offer a selection of vacation destinations for adventurous aviators across the U.S. *Share this section with your family members and plan your next adventure together today!*

THE QUIGLEY SHOOT

You may say: Why a story about shooting? Well, I know from personal experience that lots of IAA members are fond of their guns. So, if you're a gun enthusiast, read on about an upcoming event that might interest you: **The Quigley Shoot.**

First, a little background: 2020 marked the 30th anniversary of *Quigley Down Under*, a now-classic western film starring Tom Selleck as Matthew Quigley, an American sharpshooter who travels to Australia.

Yet when *Quigley Down Under* came along, Selleck confesses to being intimidated by the role of Matthew Quigley. “It was this bigger-than-life, iconic character, the kind of role you would want to cast John Wayne in,” he says. “I’m 6-4, but so what? In the back of my head I still feel like I’m 17 years old, even now. It seemed like a lot to bite off.” Once he was in, just playing the part wasn’t enough. “I wanted the movie to be accurate. You see a film like *Vera Cruz*, that takes place in the 1860s, and they’re using 1892 Winchesters and Colt Single-Action Armies, which were not even around then. But that’s what movies were—they didn’t care, but I did.”

Selleck costumed his character, had saddles built that were appropriate to the period, and carried a Shiloh Sharps 1874 Long Range Rifle with double-set triggers. He chose his own horse, remembering advice he heard from wranglers that John Wayne wouldn’t get on a horse less than 16 hands, “‘cause it just doesn’t look right.”

Tom Selleck believed the 30th anniversary of his popular big-screen western *Quigley Down Under* was worth celebrating—and knew exactly how he wanted to do it.

“I called a guy who restores antique firearms and had him restore an 1878 Colt revolver,” Selleck says. That gun does not appear in the film, but Selleck thinks it’s the kind Quigley would have chosen. “If he owned a handgun, it would be a state-of-the-art double-action revolver—that’s why I picked it. Plus, I just love the old-time way it looks.”



Selleck displays the Colt in a case with a brass plaque that reads, “*I said I never had much use for one. Never said I didn’t know how to use it.*”

That line, from the film’s audience-rousing climax, is etched in the memory of western fans who embraced the film in 1990, as well as those who have since discovered it through subsequent cable TV showings.

Now, the event:



Image courtesy AF Archive/Alamy Stock Photo, Entertainment Pictures

The Quigley Shoot
2021 Quigley Rifle Match
June 19th and 20th, 2021
Father’s Day Weekend
29th Rifle Match

The Montana town of Forsyth is renamed “Quigleyville” every June, with the pandemic-related exception of 2020, as **hundreds of the world’s top long-range shooters arrive to test their skills in competition.** Sponsored by a local gun club, the Matthew Quigley Buffalo Rifle Match is billed as “the biggest rifle shooting event in Eastern Montana since the Custer Massacre.”

Entrants aim at six targets from distances of between 350 and 805 yards. Any traditional single-shot or lever-action rifle .375 caliber or larger is eligible. Top prizes for each age group include Tom Selleck-autographed Quigley plaques; the top woman shooter receives the Crazy Cora Award. The record score was shot in 2004 by Al Loquasto with 46 hits out of the possible 48. In 30 years, no one has aced the long-range course. Maybe next time.

For more information, visit www.QuigleyMatch.com.

SOUTH-CENTRAL IDAHO

Some ideas for spring/summer fun in south-central Idaho!

Shoshone Falls



Family viewing Shoshone Falls from the lookout during really high water, spring run-off. Twin Falls, Idaho.

Marjorie McBride/courtesy of Southern Idaho Tourism

Why go: Pronounced “Show shone” (the latter rhymes with phone), these falls on the edge of Twin Falls, Idaho, are higher than Niagara Falls, stretching 212 feet high, and sit along the Snake River. Take a dip in one of the hidden lakes in the canyon or picnic in the park.

Tip: Before you go, fuel up on breakfast or lunch at the Twin Falls Sandwich Co. in town, which has been named “best fish sandwich” by *USA Today*.

Perrine Bridge



Watching B.A.S.E. jumpers at the Perrine Bridge Festival
Marjorie McBride/courtesy of Southern Idaho Tourism

Why go: This 486-foot-high bridge in Twin Falls spans the Snake River Canyon and is a popular spot for BASE jumpers to leap off and parachute down. Watch them from the pedestrian walkways.

Tip: Twin Falls Visitor Center is on the south side of the bridge. To the east, you’ll find interpretive signs and the dirt ramp Evel Knievel used when he tried to jump over the canyon in his steam-powered skycycle in September 1974. He crashed because his parachute malfunctioned but walked away with only a broken nose.

Clear Springs Foods

Why go: See the world’s largest trout farm, which is in Buhl, Idaho, and raises more than 20 million pounds of rainbow trout per year.

Tip: Afterwards, head to Niagara Springs State Park where you can drive into a 350-foot-deep canyon (don’t try this narrow road with a motorhome) and fish (with an Idaho fishing license) in Crystal Springs Lake.

City of Rocks National Reserve



Young girls ready to sleep under the stars while camping at the City of Rocks National Reserve

Marjorie McBride/courtesy of Southern Idaho Tourism

Why go: Drive or hike around this internationally known rock climber’s mecca in Almo, Idaho, and watch climbers ascend the area’s granite rocks. History buffs can dig into the history of the California Trail where more than 52,000 people passed through here en route to California in 1852.

Tip: After the reserve, head to the Rock City Grill, which has the area’s largest selection of beers and locally famous pizza.

Durfee Hot Springs

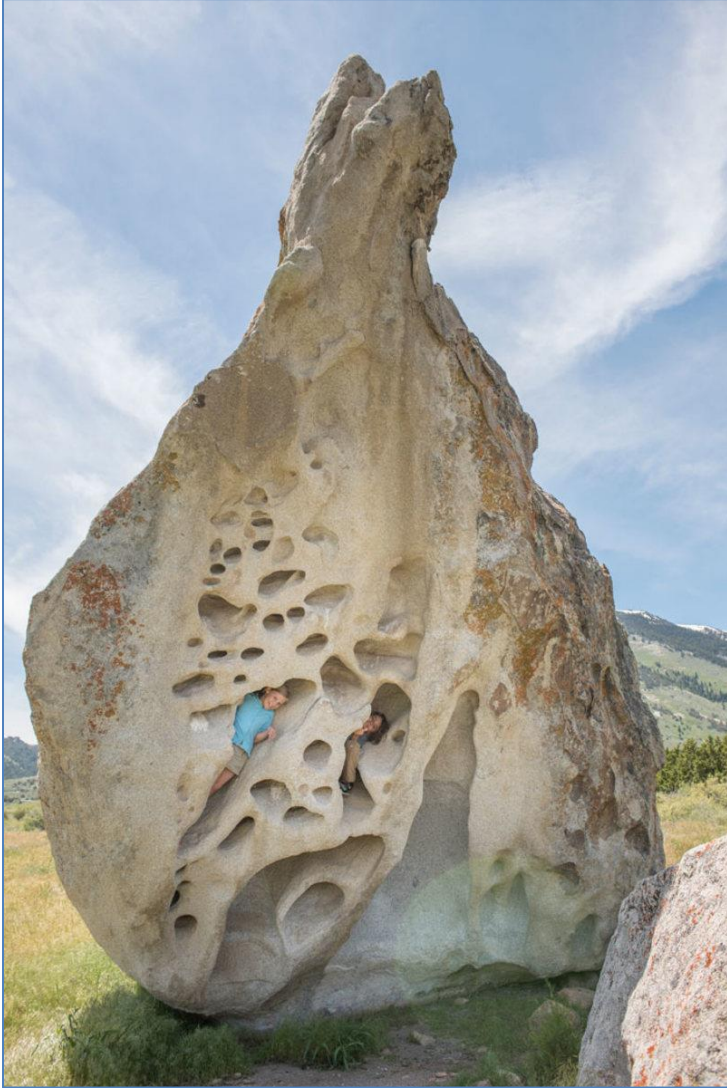


One of the pools at Durfee Hot Springs
Marjorie McBride/courtesy of Southern Idaho Tourism

Why go: In Almo, Idaho, soak in three pools, including a 15x30 hot tub, 50x50 swimming pool, and a 10x20 kiddie pool that are continuously flowing and free from chemicals (aside from the bleach used for cleaning them).

Tip: Spend the night at Almo Inn and dine at the Outpost Steakhouse. Open seasonally, the outpost is an old-school restaurant known for its certified black angus steaks. The inn is open year round, offering eight suites and three cabins.

City of Rocks Scenic Backcountry Byway



*Kids enjoy climbing and playing in interesting rock formations at Castle Rock State Park near the City of Rocks National Reserve
Marjorie McBride/courtesy of Southern Idaho Tourism*

Why go: This 3-4 hour loop circles around the Albion Mountain range, taking you through City of Rocks National Reserve and Castle Rocks State Park.

Tip: In Almo, stop at the Tracy General Store, constructed in 1894 and one of the oldest continually operating mercantiles in the country.

For more information:
visitsouthidaho.com

WYOMING

Paradise Guest Ranch near Buffalo, Wyoming

For 100 years, folks have been vacationing at the Paradise Guest Ranch. Enjoy horseback riding, fishing, hiking and family time.

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*Overlooking the Ranch
Courtesy Paradise Guest Ranch*

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The mountain meadows surrounding the Paradise Guest Ranch in Buffalo, Wyo., will convince you that you've found the garden of Eden. Rustic but luxurious cabins, gourmet dining, hiking and fishing programs and a full slate of events keep the more than a century-old dude ranch running.

But its horseback riding is second to none. No matter your ability, the ranch offers everything from two-hour rides to full-day excursions through wildflower-strewn fields and into spectacular mountain scenery.

The ranch is home to an award-winning kids program that gives parents time to pursue other ranch-related activities and gives children an incredible opportunity to connect with nature and each other. It's open to infants all the way to teenagers and includes arts and crafts, pony rides, a talent show, a kids' rodeo and beyond.

The best part? Paradise is the perfect place to disconnect from the grid (and get the kids off their phones, too). With so much to do in the isolated 160 acres, it's easy to forget during your week-long stay that the outside world even exists.

For More Information:

(307)684-7876 paradiseranch.com

DON'T FORGET! SAVE OUR PLATES! SEE PAGE 1.
THANKS!



IAA won't let them forget!

Public Law 96-312

The Central Idaho Wilderness Act of 1980

Permitted land uses; continuation.

Aircraft landing.

SEC. 7. (a) Within the River of No Return Wilderness and the Selway-Bitterroot Wilderness additions designated by this Act-

(1) the landing of aircraft, where this use has become established prior to the date of enactment of this Act shall be permitted to continue subject to such restrictions as the Secretary deems desirable: **Provided**, That the Secretary shall not permanently close or render unserviceable any aircraft landing strip in regular use on national forest lands on the date of enactment of this Act for reasons other than extreme danger to aircraft, and in any case not without the express written concurrence of the agency of the State of Idaho charged with evaluating the safety of backcountry airstrips.

MISSION STATEMENT

"The Idaho Aviation Association's mission is to represent its members in forums where decisions are made that affect general aviation; to keep its members informed about aviation issues; to work with public and private entities for the preservation, maintenance and enhancement of aviation facilities; and to promote safety, education and public understanding of general aviation in Idaho."

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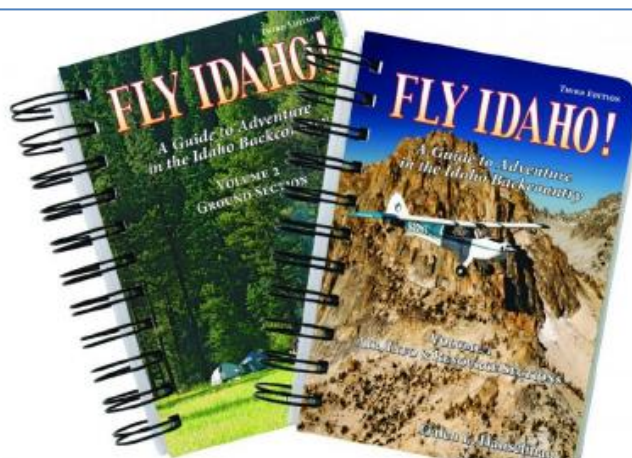
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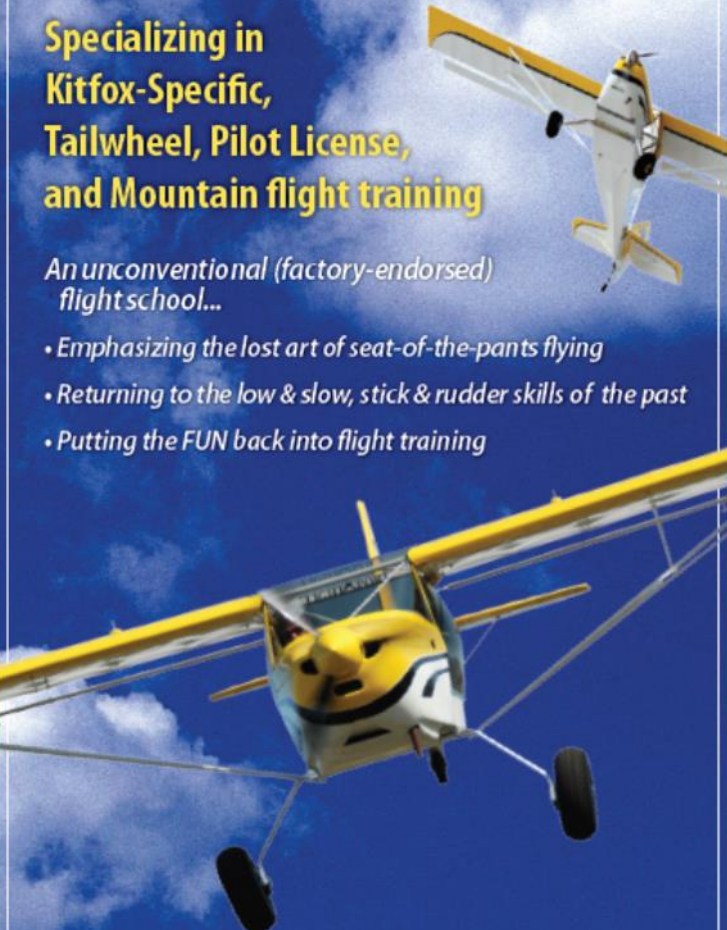
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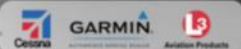
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