Welcome New Members!
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Roy Evans, South Jordan, UT
Stephen Bower, Meridian, ID
Travis Wisberg, Bonners Ferry, ID
Tor Dalzell, Donnelly, ID
Fred Osterhout, Sedro-wooley, WA
Joseph Basile, Joseph, OR
David Abrahamson, Reston, VA
Martin Pike, Mountain Home, ID

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More information available at www.IdahoAviation.com

Tell our sponsors “thanks!” when you stop by!

The Flyline is in FULL COLOR online!
The online version has more photos—just log on to www.IdahoAviation.com

Online-only this month:
Travel Ideas for Adventurous Aviators!
Because about 50% of our members live outside Idaho, we’ll showcase one destination west of the Rockies, and one destination east of the Rockies.
Check it out! Let us know what you think!

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

Events Calendar

May 17–18 Idaho Aviation Expo: Idaho Falls (IDA) Aero Mark XL
June 1 13th Annual John Adamson Memorial Fly-in and Carey Fire & Rescue breakfast: Carey (U65). Breakfast available until the last pilot is fed. Includes the annual Carey-er spot landing contest, plus awards for oldest pilot, farthest flown, homebuilts, and more. For more information contact Paul Olsen 208-309-2181.
My parents are in their mid-80’s. For some, this age is vibrant. But for others, like my folks, it is perhaps the ultimate challenge. I am watching them slip away. Alzheimer’s, neuropathy, COPD, Dementia, Angina, Carotid Arteries, In-home Care and many other terms make up our conversations. They have begun the process of de-clutter so as not to burden anyone later. If I were to look at my genetic lineage it is not unreasonable to say that in 30 years I may face the same challenges. That could scare the hell out of a person. Getting old is not what scares me though. We live our lives every day, knowing that the inevitable is just that—inevitable. I want to be like one of my best friend’s Dad. 96, still having a beer, and driving to go meet ladies on his dating web sites. Granted, his wife passed on earlier, but you get the meaning. Getting old doesn’t scare me. Not flying does. I have become more and more accepting that there are more sunsets behind me than in front of me. Unless I pass 106 that will be true (but it may take that long to see my Cowboys win the Super Bowl again)…I digress. What scares me is the idea that my motor skills will diminish, my alertness and reactions will slow, and my understanding of new or complex concepts will diminish.

Ironically, I probably have more flying days ahead of me rather than behind me. Hence the regret—to not have realized this love until later, when it was there my whole life. Now, we’re not crying over spilt milk or melting snowflakes. It’s just reality setting in. When reality does this and you accept it, then you can do something about it. My goal here is to remind us all, as my life reminds me, every day, how precious it is to be able to fly. Break the surly bonds of the Earth below us. We live by a mantra of QTR. Quality Time Remaining. QTR is no more than always being aware that the clock is ticking. It never stops, but will run out. We all have a QTR, whether you are 20 or 70, and exercising that belief in profitable terms requires fortitude. You know how you feel when you get back from a flight that was especially memorable. Great tailwinds, blue skies, smooth air, and some great company. Nothing more powerful than that feeling when you are leaving the airport. A satisfaction. An accomplishment. A sense of calm and that all things are right. I will miss that someday, but not yet.

I want to maximize my QTR. Eating well and exercising regularly should go without saying. Your physical ability is important, but also your mental ability. We participate in a high-risk, potentially catastrophic activity when we fly. If you are a bad-weather instrument flyer, even more so.

Having the right mental attitude IMHO (In My Humble Opinion) far exceeds the physical requirement. You can fly a plane that gives you more time to assess and react, but you can’t create more ability to think clearly when in the soup if you aren’t prepared. So as you think about all those New Year’s Resolutions you made and probably won’t keep (like many of us), let’s work on this together as a goal. We want to be more conscious not only of the QTR, but of how to mentally prepare for the challenges ahead.

You don’t have to be old to be aware and benefit. Healthy habits for your body are great and needed. Healthy habits for your head are no less important. Even just reading keeps the brain working and benefits cognitive thinking. See, you got to this point in The Flyline and you already completed your first workout! The little old lady who worked the New York Times crossword puzzle every day until she was 100 was my grandmother. Long unable to get up and walk around, she could cruise through a crossword like nobody’s business. So here are some great brain exercises and activities that will help improve your QTR:

* Dancing – learn to boogie or ballroom – it’s all good!
* Puzzles - crosswords, Sudoku, teasers, etc…
* Reading – period.
* Intermittent fasting – yes, even the brain can reset and recharge with a skipped meal here and there.
* A walk in the daylight (when no inversion for us here)! The sun is more powerful than you might think.

* In our world: Get an additional rating! A learning experience and challenge for the brain that is exactly what we are talking about. Even if you don’t need the rating, think of it as a healthy benefit for your brain that’s the cost of going to the gym.

Blues Skies Everyone,
Andrew
208-794-4480
Andrew@BaseConstructors.com

Contacts

State President Andrew George 208-794-4480
State Vice President
Website/Secretary/Treasurer Nadine Burak 208-861-9056
Info@IdahoAviation.com
Vice Presidents:
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THE FLYLINE—Crista Worthy
Editor@IdahoAviation.com

Page 2
Anyone ever take a REAL long cross-country trip in the winter? As some of you know, I had been thinking about a bigger airplane than my Kitofox 7 for backcountry flying and camping; one that I could load up with “a bit more stuff” as the saying goes. Well, I came across a 4-place Bearhawk completed in 2014 that looked pretty good. Trouble was, it was near Boston, Mass., and it was the end of November! It appeared there was a 4- or 5-day window of weather the first week of December, so I twisted the arm of fellow flyer and Bearhawk Patrol owner, Rick Orchard, into going with me to bring it home if it was as good as it sounded and looked.

We carefully studied the weather for a couple days, planning on some bad stuff blowing out of one location one day, closing in behind us on another day, and figuring it was probably going to be marginal most of the way, besides being cold all the way. We confirmed monstrous headwinds when our 3-hour commercial flight from Denver to Boston left 1 hour late and arrived in Boston early!

So, a couple short flights on a calm, high overcast morning in Boston and we were on our way the next morning, knowing winds there by noon were forecast at 16–20 knots, with rain and/or snow coming in that evening. The direct GPS route, Boston to Sandpoint, Ida. was 2,100 miles and would have taken us quite a way into Canada, so we had to go down south around the Great Lakes. We stayed low because another 1,000 feet would cost us at least 20 knots. It was surprising to me how much of Pennsylvania, New York, and Massachusetts is road-less, city-less terrain. It was also surprising that we flew all day the first day before losing sight of the Atlantic Ocean off to our left. The first night we stopped in University Park, Penn., home of Penn State.

We anticipated that the following day would be our most challenging, because weather was approaching from both the north and the southwest. The forecast proved correct and we carefully picked our way through, landing in a snow flurry in Logan, Ill. and giving up 3 hours of daylight flying time. The airport manager there graciously provided us with a hangar and a courtesy car. We departed our motel the next morning before daylight and with snow falling, but by the time we were ready, we took off with clear skies. Within 30 minutes the sky was blue in all directions and we crossed the Mississippi River into Iowa. The day was cold and beautiful (even had to get the sunglasses out). As forecast, the headwinds rose terrifically for each couple hundred additional feet in elevation. The cows didn’t care, but the antelope sure scattered! Was that South Dakota or Wyoming? Over the Black Hills and into snow and MVFR at Gillette, Wyo. We paid for a hangar, due to a forecast low of 12° F.

Off the next morning with blue sky and of course, much wind. We planned on fueling at Big Timber, Mont., but crosswinds were gusting 30 knots, so we diverted to Bozeman, calm and just 40 miles away. Apparently, we neglected to consider the fact that it was also only 8° F, so when we tried to call Ground for departure, after leaving the cabin doors open while fueling, the radio wouldn’t work. The tower would not let us go without radio communication, even though there was no traffic when we were coming in and no sign of movement while we were there.

We stomped around for a few minutes and got madder and colder, then remembered I had my handheld radio with me. Off we went – not easy, but it worked. 10 minutes into the flight, the steam gauge airspeed indicator went to 0 and the Dynon showed 250 knots – Sum Ting Wong! No airspeed (at least not reliable) the rest of the way to Sandpoint, but we had blue skies and of course, wind.

It was an adventure successfully completed. 26+ hours of flying time, a capable and now proven airplane, lots of survival gear on board, good weather info, and good people along the way. Many thanks to Rick for his help with aircraft experience, weather interpretation, and friendship. Oh, and by the way, afterward he said, “Next time you ask, the answer is NOoooo!"
What impressed me most was the number of young families and their children who flew in to enjoy this winter gem in the Hells Canyon National Recreation Area. Past IAA President Johnny Stewart and current President Andrew George were seen mingling with other arrivals, along with former Idaho Division of Aeronautics Administrator and founding IAA Board member William “Wild Bill” Miller. My hat goes off to these gentlemen and to J.V. DeThomas (another past Idaho Div. of Aeronautics Administrator) who had the vision to invest in a low-elevation winter airstrip for pilots and their families from all over the Pacific Northwest to enjoy.

With winter weather comes additional chances of fog forming, when temperatures and dew points close in on one another to that critical 5-degree spread. Sitting here at our house, located at the 4,500-foot level in beautiful blue and sunny skies, our hangar, located at 8S4 which is at the 3,957 feet, can be in a heavy fog bank when that temperature/dew point spread is 5 degrees or less. Flying this time of year, and with past personal experience of what fog can do to one’s intentions, I always have a “Plan B.” This Plan B includes not only carrying extra fuel, but choosing alternate landing sites, and having on board a sleeping bag, tent, and food provisions for that unexpected “extended stay.” If you fly much in winter, it’s not a matter of “if” it will happen to you, but “when” you’ll have to execute your Plan B.

It was on one of these beautiful winter days recently that my friend Brad and I were able to depart JSY and 8S4 respectively. Stringers of fog were in the area, but CAVU to the east toward the Canyon. We flew to Wapshilla and had a good visit (and a cup of hot chocolate) with Jeff and Fayla regarding some upcoming work to be done there. The airstrip is in great shape, and Jeff and Fayla are doing a great job of grooming this IF&G-owned airstrip that is now open to the public.

After another thank you to Jeff and Fayla, we departed for the Cache Creek airstrip, on the Oregon side of the Snake River just upstream from the Washington state line. This was a recon visit to evaluate what we needed to bring in for an upcoming mowing job. As I have noted in past newsletters, this airstrip hadn’t been mowed since late summer of 2017. As I was flying my downwind leg and evaluating the condition of the Cache Creek airstrip, I radioed to Brad that it looked OK. After we both landed and parked, we were welcomed by USFS Volunteer David Landcamera and learned that within the last two weeks, another USFS Volunteer had mowed the airstrip, which we found was better than OK! If you get a chance to visit Cache Creek, be sure and thank the Volunteers for their efforts in keeping this airstrip in a safe and usable condition. It is a beautiful location and has a nicely maintained museum about the local area.

With the afternoon shadows already on the airstrip as we landed and the memory of those fog patches back in the Wallowa Valley, we ended our visit with David at Cache Creek and departed for home, hoping we would not have to detour from our intended landing sites and open our tents and sleeping bags. As we got closer to our home airports, we found no fog in the upper valley. Now that’s a perfect end to a good day—when you can fly with a good friend, enjoy good conversation with good people and not have to put “Plan B” into action.

Have a great New Year and watch those Canyon winds, Bill Ables

Dug Bar Jan 1, 2019. Shay Mann photos.
As I write our February missive here in mid-January, we are getting our first real measurable snow of 2019 in Boise. Hopefully by the time you read this, our snowpack will have reached closer to normal levels and winter will have made a brief return to bless us with ample water for the spring and summer ahead. There is an old saying about February: “February is merely as long as is needed to pass the time until March.” — J.R. Stockton.

Rest assured that, here in District 3, we have not just been “passing the time” in anticipation of spring. Plans are underway for our busy flying season to come. In the last month I made the mistake of participating in the Treasure Valley Chapter board meeting. What a great group of people...unfortunately, Bill Clark and I agreed to co-President the chapter in 2019, along with Tom Frasier, who is taking on the Vice President role, and Steve Johnson at Secretary/Treasurer. It will be fun to serve and get to know the chapter members better. Thanks for the opportunity. We held our first officers’ meeting and have plans underway for a busy social, educational, and service-based calendar of events in 2019. Look for an announcement soon on the speaker for the February 12th TV Chapter meeting. The chapter will continue to meet every other month in 2019: that’s February, April, June, August, and October. In December, we will hold our annual Christmas party in lieu of a chapter meeting. Thanks to the outgoing officers, especially Joe Grubiak, who laid a great foundation for success that we can build upon. Our thanks to all those who continue to serve as officers and on the board.

Last but not least, there has been quite a bit of aviation going on. I was fortunate enough to “burn a ride” with Andrew George to Dug Bar on January 1st. Bill Ables, our District 2 Director, threw one whale of a good party to start the new year and I sure had fun participating with many of you. In addition to more flying than I anticipated this January, I have been busily working on my Super Cub and Twin Comanche in anticipation of the flying season to come. Annals will be completed on both by the end of February and a few upgrades/modifications to leave the planes a little better than when I found them. I plan to attend Oshkosh again in 2019 with my daughter Chloe, Ron Graff from Boise, and a Beech 18 Stearman driver friend of mine from Iowa. We are arranging our accommodations and travel plans; let me know if you are headed that way—maybe a caravan would be in order. So...it seems like I am busy with aviation matters and I too look forward to the passing of February and the spring to come. It will be here before we know it!

(continued on Page 6)
(continued from Page 5)
Your list of have-to-do tasks should be established long before you get near an airplane. Some basic top priority tasks are:

- Maintain aircraft control.
- Never hit the ground (or anything attached to it).
- Never hit anything in the air (i.e., your lead/wingman).
- Never run out of fuel.
- Never let anything shot from the ground or air hit your airplane.

- MULTI-COMMAND F-16 HANDBOOK

Miscellaneous News & Events
Crista Worthy, Editor

District 4 Director Kerry Requa’s computer caught a virus just before our deadline this month. Kerry asked me to convey his apologies and assure you that he’ll be back next month. Mike Hart, Dist. 6, is slammed with work. We’ll have a Dist. 5 report next month. But we’ve got plenty of news for you from around the state, region, and country!

Spend Presidents Day Weekend in Stanley!
The 4th Annual Stanley Winterfest Seaplane Fly-In takes place on February 16 at the Stanley airstrip (2U7), at the north end of the Sawtooth Valley. There will be beautiful t-shirts for pilots who fly in. Coffee and snacks will be provided by Wylie Aviation, LLC. This year only the south two-thirds of the runway may be groomed, rather than the north two-thirds, because of off-camber slope toward the north end. As is the standard at Stanley, landings should be to the north, wind permitting, and takeoffs to the south, wind permitting. There may be some snow grooming of the runway and pilots should use caution as snow conditions can vary. Contact Jeff Welker for more information at 208-412-8343 or JoxDoc@gmail.com.

In addition to the fly-in, you won’t want to miss the Stanley-Sawtooth Winterfest, Feb 15–17. Shake off the cabin fever and go a little loco with the locals! Events include an outhouse race, howlin’ wolf raft ride, K9 keg pull, skijoring, fat bike fondo, beach party (yep!), pub crawl, and more! Visit www.StanleyWinterfest.com for more info on events, food, and lodging.

Northwest Aviation Conference & Trade Show
Puyallup, Washington Feb 23–24
One of the biggest aviation events of the year! Hundreds of exhibits and more than 75 hours of educational and entertaining aviation seminars. Fly-In attendees can land at Pierce County Airport-Thun Field (PLU); free refreshments and daily free shuttles to the event. Call 866-922-7469 or visit www.Washington-Aviation.com for more information.

We also love the Grounded Hogs Banquet, held at the Museum of Flight in Seattle and hosted by the Washington Seaplane Pilots Association (WSPA), 5–10 p.m. Feb. 22. A great way to kick off the conference—your $70 ticket includes dinner plus museum admission all day! Visit www.WashingtonSeaplanePilots.org for more info.

For a complete article, with tons of gorgeous photos, about all the exciting things there are to do and see in nearby Tacoma’s newly redeveloped museum district, visit: https://www.aopa.org/news-and-media/all-news/2018/february/12/aviation-autos-and-art-glass

Turtles Fly Too!
Turtles Fly Too (TF2) is a non-profit organization that arranges for cold-stunned sea turtles to be transported via private planes from the Northeast to various rehabilitation facilities before they are released back into the wild. In 2018, pilot volunteers flew 863 turtles! TF2 provides the crucial logistics to get this important job done. They now have over 500 pilots in their database who can be called upon when needed. What surprised me was to learn that this great charity is headquartered in Idaho! That’s because TF2 founder Leslie Weinstein owns True-Lock Aviation Fasteners, located in Boise.

Sea turtles are reptiles and cannot control their body temperatures. When turtles get carried north by ocean currents and/or the weather suddenly turns cold, turtles can become confused, and, if unable to find warmer water, die from exposure. Most of the turtles rescued recently are highly endangered Kemp’s ridley sea turtles, and the efforts are making a big difference for the population.

A cold-stunned sea turtle at Gulf World Marine Park in Panama City Beach, Florida. Photo courtesy Richard Fowlkes.

Weinstein’s experience with sea turtles goes back to his teenage years, during which he saved thousands of sea turtle eggs each summer from being vandalized, stolen, or consumed as a delicacy. Today, TF2 has committed to the NOAA that it will continue the program, as every sea turtle counts. TF2 also educates students and others about the importance of general aviation to our society and sea turtle rescue operations, www.TurtlesFlyToo.org.

Sea turtle photo courtesy Pixabay
I simply could not resist sharing this:

Once again, The Washington Post has published the winning submissions to its yearly neologism contest, in which readers are asked to supply alternate meanings for common words...and the winners are:

1. Coffee (n.), the person upon whom one coughs.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (v.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Negligent (adj.), describes a condition in which you abruptly answer the door in your nightgown.
7. Lymph (v.), to walk with a lisp.
8. Gargoyle (n.), gross olive-flavored mouthwash.
9. Flatulence (n.) emergency vehicle that picks you up after you are run over by a steamroller.
10. Balderdash (n.), a rapidly receding hairline.
11. Rectitude (n.), the formal, dignified bearing adopted by proctologists.
12. Pokemon (n), a Rastafarian proctologist.
13. Circumvent (n.), an opening in the front of boxer shorts worn by Jewish men.
14. Frisbeetarianism (n.), (back by popular demand): The belief that when you die, your soul flies up onto the roof and gets stuck there.

Don't tell me you didn't laugh at least once.

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Airfield Guide

Here’s a nifty new website: https://airfield.guide/. The text on their home page explains what they’re about:

“You've eaten all the $100 hamburgers. What's next? New places. New adventures. The Airfield Guide is a repository for information about out-of-the-way airports and places that most pilots don't know about. If you're interested in recreational aviation and backcountry flying, you've come to the right place. We built this site to share information about airfields not generally available to the public. We expect the geographic region this site covers to grow as more airfields are added. We welcome your feedback about the site.”

Check it out! For instance, have you visited the Miracle Mile airstrip in Wyoming? I just clicked on that one at random. I checked, and it’s not on the charts! The strip lies roughly halfway between Casper and Rawlins.

IAA member Steve Johnson sent in more pics of the New Year's bash at Dug Bar. Personally, I think Hells Canyon is at its most beautiful with a touch of snow on top, above the subtle tan and olive colors of the winter vegetation. Go see it for yourself if you haven’t already!

More photos below!
Travel Ideas!
Puyallup & Tacoma, Washington

As mentioned on Page 6, you can find a more in-depth story about Tacoma, with lots of photos, right here: https://www.aopa.org/news-and-media/all-news/2018/february/12/aviation-autos-and-art-glass

Tacoma is only about a 15-minute drive from the NW Aviation Conference & Trade Show event in Puyallup. Why not take an extra half-day to explore Tacoma's newly revitalized waterfront? You'll find a slew of museums, interesting architecture (both new and historic) and fine restaurants and hotels—just click the link above.

The Greater Seattle Area is ground zero for glass art in the U.S., largely due to the efforts of one man, the now-legendary glass artist Dale Chihuly, who was born in Tacoma. After a decade of art education and exploration in Europe and around the U.S., Chihuly co-founded the Pilchuck Glass School in Stanwood, Wash., north of Seattle. Many graduates of this school have settled in the Seattle area and opened their own studios. You can even try glass-blowing yourself at the Tacoma Glassblowing Studio, www.TacomaGlassblowing.com. Try the one-hour glassblowing experience, perfect for the out-of-town visitor.

If you go, don’t miss the Tacoma Art Museum (see the article above for more info and links), which displays Northwest and Western American art from the late 18th century to the present. The museum’s new Benaroya Wing just opened on January 19th, providing a 25% increase in gallery space while illustrating how the Northwest became a world-renowned center for glass art, built on key gifts from Dale Chihuly and Pilchuck Glass School. The Benaroya Wing’s huge “vista gallery” window gives visitors a great view of the rail line and city, and lets people on the outside peek in. Museum admission is free from 5–8 p.m. every Thursday. Arrive on Thursday to visit Tacoma, stay near the waterfront, stop by the LeMay car museum on Friday before heading to the Museum of Flight in Seattle, and then join in the fun at the Grounded Hogs Banquet Friday; your banquet ticket includes all-day admission to the Museum of Flight. The banquet is hosted by the Wash. Seaplane Pilots, www.WashingtonSeaplanePilots.org.

The “Seaform Pavilion” installation on the Chihuly Bridge of Glass in downtown Tacoma. Other glass sculptures are arranged in a wall on its side. The bridge provides a means for the internationally-renowned studio glass pioneer Dale Chihuly to contribute to his hometown in a very public way. Photo by Mahesh Thapa.
I originally hail from Los Angeles, but when we visited my in-laws in Alabama, I learned that “L.A.” really means Lower Alabama. I also learned the folks in L.A., specifically Mobile, really know how to have a good time. Sure, you know about Mardi Gras in New Orleans, but Mobile hosts America’s oldest Mardi Gras (aka Carnival) celebration, dating back to 1703. From the French, Mardi Gras (literally Fat Tuesday), has come to mean the whole period of activity related to those events, beyond just the single day. In Mobile, Mardi Gras events begin in November with private mystic society balls, more balls on New Year’s Eve and Epiphany, followed by parades and balls in January and February, celebrating up to midnight before Ash Wednesday. That’s a lot of partying. So, as they say in Mobile, “Laissez Les Bons Temps Rouler”—Let the good times roll!

For 2019, Mobile’s main celebration begins Friday, February 15 with parades every day through Fat Tuesday on March 5th. Parades have a variety of themes and sponsors, as well as routes, so check the schedule, www.Mobile.org/events/mardi-gras. Masked Mobilians, often clad in purple, gold, and green, ride elaborate floats and toss beads, doubloons, and Moon Pies into the crowd.

Mobile, Alabama
Mardi Gras Madness

Knights of Revelry members toss beads and candy from atop a float. Photo courtesy U.S. Library of Congress.

Mobile is rich with layers of history, so visit some elaborate antebellum homes and tour Battleship Memorial Park. The latter displays the 680-foot long U.S.S. Alabama battleship, the U.S.S. Drum submarine, and an aircraft pavilion that includes a Red-Tail P-51 like those flown by the Tuskegee Airmen. Marine One is a recently restored VH1-N Bell 212 helicopter used by Presidents Nixon, Ford, Carter, Reagan, and George H. W. Bush. The A-12 Blackbird spyplane on display flew 2,300 miles per hour and 93,700 feet high, www.USSAlabama.com.

Not far from downtown, you can tour the Oakleigh Historical Complex, www.HistoricOakleigh.com, homes built from 1833 to 1850 and surrounded by ancient oaks. The Oakleigh Belles, high-school-age young ladies in period dress, serve as docents. They’re chosen for their good communication skills, academic achievements, and passion for history. Stop by the Church Street Graveyard, final resting place of Joe Cain, the Confederate veteran who is credited with reviving Mardi Gras in Mobile after the Civil War. Other attractions for history buffs include the History Museum of Mobile and adjacent Fort Conde, www.MuseumOfMobile.com.

The Mobile-Tensaw River Delta supports 126 species of fish, 300 kinds of birds, and more than 500 types of plants. Canoe or kayak through sleepy bayous of Tupelo gum, bald cypress, and willow, overhung with mosses and epiphytes. The Five Rivers Delta Resource Center has rentals, an exhibit hall, gift shop, and hiking trails. Fishermen will want to ply the upper delta for freshwater bass, catfish, and crappies, or the lower delta for redfish, speckled trout, and flounder, www.OutdoorAlabama.com/5-rivers-alabamas-delta-resource-center.


Don’t miss the Whispering Arch on the 2nd floor: you can stand at one end, whisper, and your companion will hear you from the other end, 35 feet away. The Trellis Room offers breakfast (love those grits!) and evening fine dining under Tiffany stained glass, while the Joe Cain Café is more casual. Hear live jazz, folk, and blues on weekends. A full salon spa is also onsite.

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.
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Name ____________________________
Address ____________________________
City: ____________________________ State: ____ Zip: ____
E-mail ____________________________ Phone: ____________________________

District Affiliation - (circle) North Idaho Lewis & Clark Boise/McCall Magic Valley Pocatello Idaho Falls At Large
Chapter Affiliation - (circle) North Idaho Wallowa McCall Treasure Valley Eastern Idaho

Memberships
1 year membership $45 ____
3 year membership $120 ($40/yr) ____
5 year membership $200 ($40/yr) ____
Add’l Pilot/family member $20/indiv per yr ________

Contributions
(Includes Annual Membership)
Level I “Johnson Creek” $50 ____
Level II “Big Creek” $100 ____
Level III “Moose Creek” $300 ____
Level IV “Wilson Bar” $500 ____
Lifetime Level “Mile Hi” $1000 and up ____

Name (additional Member) ____________________________
Email / Phone ____________________________

Merchandise

<table>
<thead>
<tr>
<th>Item</th>
<th>Size (circle choice)</th>
<th>Color (circle choice)</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Fly Idaho I” 3rd edition by Galen Hanselman 2-Book Set with case</td>
<td></td>
<td></td>
<td>$60</td>
</tr>
<tr>
<td>Idaho Aeronautical Chart - NEW for 2018</td>
<td></td>
<td></td>
<td>$15</td>
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<tr>
<td>Hat</td>
<td>N/A</td>
<td>black / red / green / tan / blue / pink</td>
<td>$20</td>
</tr>
<tr>
<td>T-shirt FLY IDAHO 100% Hvwt. Cotton S M L XL XXL</td>
<td>ash / brown - CESSNA</td>
<td></td>
<td>$18</td>
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<tr>
<td>T-shirt FLY IDAHO Tri-blend lightweight S M L XL XXL</td>
<td>frosted black - CESSNA</td>
<td></td>
<td>$19</td>
</tr>
<tr>
<td>T-shirt FLY IDAHO Tri-blend lightweight XS S M L XL</td>
<td>frosted turquoise - CESSNA</td>
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<td>$19</td>
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<tr>
<td>T-shirt FLY IDAHO Tri-blend lightweight S M L XL XXL</td>
<td>frosted black - SUPER CUB</td>
<td></td>
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<tr>
<td>T-shirt MTN PILOT 100% Hvwt. Cotton S M L XL XXL</td>
<td>ash / white</td>
<td></td>
<td>$18</td>
</tr>
<tr>
<td>T-shirt MTN PILOT Tri-blend lightweight S M L XL XXL</td>
<td>white</td>
<td></td>
<td>$19</td>
</tr>
<tr>
<td>T-shirt Ash Gray 100% Hvwt. Cotton S M L XL XXL</td>
<td>Big Creek-Johnson Creek-Cavanaugh Bay</td>
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<td>$18</td>
</tr>
<tr>
<td>Fleece Jacket, Men’s M L XL XXL</td>
<td>black with red embroidery</td>
<td></td>
<td>$50</td>
</tr>
<tr>
<td>Fleece Jacket, Women’s S M L XL</td>
<td>true red with navy embroidery</td>
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<td>Eddie Bauer Fleece Vest, Men’s M L XL XXL</td>
<td>gray with white embroidery</td>
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<td>$45</td>
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<tr>
<td>Eddie Bauer Fleece Vest, Women’s S M L XL</td>
<td>black with white embroidery</td>
<td></td>
<td>$45</td>
</tr>
</tbody>
</table>

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February 2019

The Monthly Newsletter of the Idaho Aviation Association