Welcome New Members!
Andrew Troia, Homer, AK
Jonathan Whitehead, Boise, ID
Mark Kandianis, Ferndale, WA
Patrick Armstrong, McCall, ID
Scott Pantone, Virginia Beach, VA
Richard Plant, Blackfoot, ID
Cade Palmer, Emmett, ID
Richard McSpadden, Frederick, MD
Cliff McSpadden, Jefferson, GA
Chad Graves, Byers, CO
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Emmett
Boise
Boise
Cascade
Idaho Falls
Hailey
Nampa/Pocatello
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info@SulphurCreekRanch.com

More information available at www.IdahoAviation.com
Tell our sponsors “thanks!” when you stop by!

The Flyline is in FULL COLOR online!
Plus, more photos and new travel ideas! Log on to www.IdahoAviation.com

Fly somewhere beautiful this summer?
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

Events Calendar
Oct 11–13 CubFest 2019, McAllister Field Airport (YKM), Yakima, Washington: Celebrate 10 years of the amazing Carbon Cub with CubCrafters factory tours, winery tours, campfires, meals, live entertainment and more!
Early Dec Treasure Valley Chapter Christmas Party: Date, place, time, and details TBA soon.

Time to Get Your Real ID!

I know, I know…you’d rather fly your plane than the airlines any day. But sometimes you have to bite the bullet and board the big silver bird. You know the drill: line up for the security check and show TSA your boarding pass and driver’s license or other government photo ID. But…

As of October 1, 2020, the rules will become stricter. All states will need to comply with the Real ID Act of 2005 (passed during the Bush administration in response to the 9/11 terrorist attacks), which established minimum security standards for state-issued driver’s licenses and ID cards. If you want to board a commercial flight (or enter some federal buildings and military bases) after October 1 next year, you’ll need to present a Real ID card or its equivalent, such as a valid passport or U.S. military identification.

The differences between Real IDs and older forms of identification? The new cards must include some kind of built-in security technology to protect against counterfeiting and tampering. And issuing states must require that holders provide some specific proofs of their identity. Most states—including California and Idaho—are already issuing Real IDs; Oregon will begin doing so in mid-2020.

To get a Real ID, you will need to go to your local motor vehicle office in person, with your proof of identity (such as a birth certificate or passport), documentation of your Social Security number (such as your Social Security card or a W-2 form), and two documents attesting to your home address (a rental agreement, utility bill, or something similar). The residential address on all of them must match. Don’t put it off to the end or you might face long waits at the DMV. Right now you have a year to comply: consider yourself warned! To learn more about the requirements, visit DHS.gov/real-id.

In Idaho, the Real ID is called a Star Card. Don’t wait! Visit https://ITD.idaho.gov/starcard/ and click on the “ADD the Star” tool to get a personalized list of the documents you will need.
Summer has ended. For the most part, the pilots who travel from all over the country to visit Idaho have all come and gone. I know a few Canadians though, who will probably close down the backcountry this next month when they arrive. I look forward to that. Pilots I met a couple of years ago in an entirely different place will be stopping by to visit Idaho as they tour the Western U.S. for a couple of weeks. They will do some usual haunts like Big Creek, Johnson Creek, Indian Creek, and other spots I am sure. I wish them good weather when they are here.

What is enjoyable to think about is that this group of seven aircraft are all different types and the pilots flying them all possess different skill sets. Yet they banded together, and off they will go on what will be a great adventure, I am sure. Idaho, then the High Sierra Fly-In, then over to California, up through Oregon, into Washington, and back home. I was asked to visit with them when they arrive on their first night and explain to them a little about Idaho before they head out on the first day to explore the wilderness. Because their aircraft and experience levels vary, I thought about how to balance my presentation so that they hear about places that require more experience as well as places that are less challenging. I need, no, want, to give them the best view of Idaho and yet one that appeals to each in a special way. How do you do that so everyone walks away gaining something?

Idaho has something for everyone. Which is why everyone is moving here I suppose! I can see a group of mismatched pilots in totally different aircraft depart Big Creek and yet everyone can fly to an airstrip well-suited to their needs and abilities. Our backcountry, and even the airports on the peripherals, can provide experiences for every type of aviator out there. Our beautiful mountain towns like McCall, Sun Valley, Salmon, Bonner’s Ferry, St. Mary’s, Grangeville, Sandpoint, and many more, provide food, drink, fuel, services, and community. Then you can step in a little deeper to quaint places like Cavanaugh Bay, Henry’s Lake, Mackay, Elk City, Orofino, Picabo, Challis, Stanley, Kellogg and again, too many more to list, all places not inundated with traffic or people. Then one more step and it’s all about you. The pavement is gone. Places like the jewel of Johnson Creek, Moose Creek, Dug Bar, Smiley Creek, Atlanta, Magee, Bear Trap, Indian Creek...these represent very special moments in many pilots’ lives. And then there is the unmistakable challenge of mountain flying. Places with historic names like Mile High, Cabin Creek, Fish Lake, Lower Loon, Shearer, Graham, Vines, Soldier Bar...Once you have established and proven yourself and reached your goals, you can leave the great state with a fresh load and fuel from places like Boise, Pocatello, Idaho Falls, Coeur d’Alene or any of the larger metro areas, with memories to last a lifetime. Because for everyone who comes here, and no matter what or where they land, Idaho will forever change them. They will never look at a mountain the same. They will never feel like there is another place like this. They will never go home and not speak of this adventure.

I have been in this position, and now one of the biggest joys I get is introducing this incredible flying experience to the many new and excited faces who come here. So when I see my friends from Canada here in the next few weeks, I can look at them with confidence and know that there is something for each of them to capture while they are here. We will discuss the challenges and expectations of the landscape. How our weather and conditions are unique. The history of some of those places they will soon visit. Oh, they may have majestic mountains up north, vast expanses of lush forest, never-ending glaciers and lakes and places that command attention in awe-inspiring ways. But even this cannot compare to what aviation is to Idaho. How in Idaho the aviator helped shape this great state. How aviation is still delivering the mail to people who live so remotely there are no roads. I have traveled some in Canada; it is deserving of great praise. But I will put our little state up against anywhere when it comes to how aviation has become a necessity while molding our culture and daily lives. It’s a destination for aviation tourism, a support for local commerce, a place for adventure, and a vessel of rich history made for experiencing. Idaho Aviation has but one place to call home and you are at the front door. It is with great honor I get these chances to show off Idaho and it is not my first time to see a group of fresh faces here. They are unmistakably excited, thirsting for adventure, and their eyes are gleaming with anticipation. I hope all of you see Idaho the way I do. If you don’t, let’s go flying and I will show you what I mean.

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THE FLYLINE—Crista Worthy 208-906-4471
  Editor@IdahoAviation.com
Hi Crista,

First and foremost, I want to thank IAA and IAF for the bikes and more for the sheds. Really great work.

Now for the background story. I live in NM and several of us at MidValley Air Park (E98) travel each year to your most beautiful airstrips. As IAA President Andrew George said on the preceding page, aviators of all experience levels can find places suitable for their skills and equipment. If you don’t have it already, order a copy of Galen Hanselman’s Third Edition of “Fly Idaho!” With photos and critical information about Idaho’s airstrips at your fingertips, including runway and terrain data, recreation info, fun historical anecdotes, and more, you’ll be able to plan many wonderful days flying Idaho’s backcountry: www.IdahoAviation.com/store. —Crista Worthy, Editor

Below, you’ll find a pair of letters sent to us recently, thanking the IAA for its bike shed program. Bikes are currently available on a donation basis at Shoshone County (S83), Joseph (JSY), Stanley (2U7), Dubois (U41), Henry’s Lake (U53), McCall (MYL), and Garden Valley (U88). Learn more about our bikes at www.IdahoAviation.com/bikes.

The bike shed program began as a project of the Treasure Valley Chapter of the IAA. Funds came from donations by IAA members and from fund-raising events like fly-in breakfasts and the TV Christmas party. Additional funds were provided by the Idaho Aviation Foundation (IAF), a separate, 501(c)(3) non-profit organization that raises and distributes funds to promote aviation and aviation safety. Other IAF projects include the rebuilt Big Creek Lodge, our webcams across the state, and Wilderness Within Reach. Learn more at www.IdahoAviationFoundation.org.

The letters below also illustrate how aviators from other states fly to Idaho in summer to enjoy our incomparable wilderness airstrips. As IAA President Andrew George said on the preceding page, aviators of all experience levels can find places suitable for their skills and equipment. If you don’t have it already, order a copy of Galen Hanselman’s Third Edition of “Fly Idaho!” With photos and critical information about Idaho’s airstrips at your fingertips, including runway and terrain data, recreation info, fun historical anecdotes, and more, you’ll be able to plan many wonderful days flying Idaho’s backcountry:

www.IdahoAviation.com/store. —Crista Worthy, Editor

My friend and I were coming back in our Citabrias from a backcountry Idaho tour and were forced to land at Henry’s Lake due to deteriorating WX...What a pleasant surprise to find the available bikes...we rode them into town to the convenience store where we found a ride to a resort hotel 7 miles south...we returned the bikes the same day. Gave us warm fuzzies about your organization...left a token in your money box.

Thx again. Darrel W Sauder

Again, thanx so much to your devoted organization for the shelter and warmth. BTW, I have been a long-time member of IAA. Also, loved the new cabin at Big Creek and the staff.

Fly Safe, David Hamann

Do you have a “Pilot’s Paradise” license plate on all your Idaho-registered vehicles? This program does not cost the state one dime. In fact, the state gets $13 for every Aviation Plate, every year. For us, the important part is that the Idaho Aviation Foundation (IAF) receives $12 for every Aviation Plate, every year. With 1,000+ plates in circulation that figure is $12,000+, year after year. And it’s all spent for aviation. It’s easy to put an Aviation Plate on all your Idaho vehicles, and you don’t have to wait until your registration is up. ITD will pro-rate the fees. Visit www.ITD.Idaho.gov/dmv/online_services.htm now for a personalized plate and get yours in the mail, or stop by your county ITD location to order non-personalized plates.

Bill Jepsen’s got his pilot plates!
As the flying season winds down and looking back, it really wasn’t too bad a summer for flying, except for some reason, it seems about a month short. Yes, the weather seemed to change a LOT over the summer, but at least we were given a reprieve from the smoke that has haunted us the last few years.

Here in North Idaho we had a great work party at Magee in early August, augmented by the State Aeronautics Maintenance Crew. They showed up with a brand-new tractor and mowing deck for use at the strip. The two of them had purchased all the parts and even assembled the “beaver deceiver” for us onsite, even getting the thing in place for us with a little help from us volunteers. **Editor’s Note:** We wrote about the “beaver deceiver” (aka pond leveler) and included a photo in the September Flyline. By lowering the pond level, the device allows the beavers to continue living at Magee without flooding the airstrip.

We had 12 hard-working people show up and got a lot of things accomplished. The strip needed mowing badly, but since the Idaho Transportation Department had just sprayed the runway for noxious weeds the day before, they asked us not to mow it for two weeks to let the herbicide do its thing. We went ahead and mowed one narrow strip down the middle so airplanes could at least land safely. We cut down four trees that were overhanging the tiedown area and made barricades out of them to help prevent errant visitors from driving out onto the runway. We also filled the woodshed with split wood for campfires. Gopher holes were bombed and filled, the runway markers were painted (my generator will never look the same!) and the tall grass was trimmed around the windsocks. Jake even re-did the south tiedown marker signs. Several of us camped there both nights and everyone worked hard, ate hamburgers, and had fun!

Over at Cavanaugh Bay, I finally got all the necessary parties together to get Wi-Fi up and running and now we have North and South webcams up and running also! Nadine already has added the cameras to the IAA website, so make sure to check it out. It’s embarrassingly been a very long process, extended by the Idaho Department of Lands, which threw a monkey wrench in the works last year when we were 90% there, changing their minds about letting us use their pole and internet service. We also had a tree get hit by lightning in the airport campground 30 feet away from our new Wi-Fi pole just two days after getting the Wi-Fi working. The lightning managed to toast our router and extender transformer, but all got repaired after a few days and much head scratching. Anyway, please enjoy the first airport webcam in place and working in North Idaho!

**District 2 – Lewiston/Moscow**

Bill Ables

Suddenly, we’re in the middle of September. I still have a number of places I want to fly into and I’m wondering where the time went. I still have two small work parties to get accomplished before the snow flies and I’m saying to myself...hey fellow, it’s September. But, this is one of the best times of year that we are blessed with here in the Pacific NW and I hope you’re looking forward to it and have some firm plans for a getaway to your favorite fly-in fishing/camping trip with your family and friends. You never know, most of the bugs may well be gone.

I had a chance to fly into the Hells Canyon National Recreation Area (HCNRA) recently and found that the recent rains have prompted the start of a fall green-up. But I also found that some of our Canyon airstrips have up to a foot of grass and weeds on them. We’ll try to get in there and knock them down in preparation for the winter flying season, but just be aware that airstrips like Cache Creek and Dug Bar have 8–12 inches of grass and weeds with a few taller weeds hanging around.

Yep, those are big weeds.

Even though the days are cooling down and a few nights getting into the high 30s, but we still need to keep density altitude and weight/balance in the forefront of our minds. I was in to Minam Lodge this summer and saw the results of a pilot not taking these very things into account. A midday takeoff, four passengers, plus gear, led to an aborted takeoff and a damaged aircraft, but, thankfully, no injuries. The aircraft was later helicoptered out. A good lesson for all of us.
It’s always a joy for me to fly into one of our backcountry airstrips and talk to folks who have also flown in to enjoy our treasures for the first time. This was the case at Dug Bar recently. I was on one of my common sorties to the Canyon with my good friend and pilot, Brad, who was in his Scout. On our way from Cache Creek to Pittsburg Landing to have our morning homemade zucchini bread and coffee, we noticed a red Stinson parked at Dug Bar along with three jet boats and a vehicle camp. For those of you who may know that I have an affinity for “red” airplanes, well, I had to land and check this red airplane out. Brad readily agreed that the IAA table there would be a great place for our morning snack. Upon landing, we met a very nice couple and their two dogs from Sandpoint, Idaho who had just landed a few minutes before us in their beautiful “red” Stinson. It was their first visit to the Canyon, and they came to hike, have lunch, and just enjoy the beauty of the Canyon. We enjoyed a delightful chat before we had to leave for home. Upon my departure from OR8 and while executing a climbing 360 turn for altitude, I was able to snap a photo of a pickup, jet boat and an airplane enjoying our HCNRA.

Fly Safe and watch those Canyon winds! Cheers, Bill Ables

(continued from Page 4)

District 3 – Treasure Valley/McCall
John Davis

Amazing that fall has arrived already…where did the summer go? Like many of you, our summer included plenty of aviation-related events. This year I shared a full week with my 14-year-old daughter for her first trip to Oshkosh (it was only my second) and what a trip it was. We flew our Piper Twin Comanche from Boise to Ames, Iowa, traveling south to skirt an aggressive line of storms that seemed to stretch from Laramie, Wyoming almost all the way to our destination. In Ames we overnighted with an aviation friend and made the final push into Oshkosh in his beautiful Turquoise Beech 18 twin engine airliner. It was my first time flying into Oshkosh (last year Ron Graff and I flew into Appleton) and I am happy to report the nervous anticipation was exponentially worse than the actual event. It could not have gone smoother and I am confident I will fly in yearly. What is fun for me about Oshkosh is meeting all the friends you didn’t know you had. We fell in with a group of Stearman-afflicted Iowans and I can assure you Stearman folks are just as passionate about their obsession as we are in Idaho about our backcountry pursuits. Everyone was welcoming and (small world aviation is) we even ran into the Iowa-based mechanic who had laid hands on our Twin Comanche for many years before we became caretaker. Always fun to match a logbook entry with the real living breathing person. We now have new Iowa friends planning to come to Idaho to fly the backcountry and we are planning to travel east for some antique airplane and Stearman experiences. The really terrific result is that after a week with dad and 500,000+ aviation geeks my 14-year-old had a blast and is aching to go again next year.

Oshkosh is just one part of what we did this summer…we used our two airplanes to go to airshows and fly-ins and fishing/camping in the backcountry and traveling to North Idaho to pick huckleberries and the list goes on and on. I organized and executed another awesome Wilderness Within Reach program for disabled adults and put over 100 hours so far in the logbook. Now that the fun is almost over (fall is a great flying time) back to work on some IAA projects.

One of the “off-season” projects we anticipate organizing this fall is a more formal “adopt an airport” program to assist our friends at the Idaho Division or Aeronautics. Over the summer we have had several meetings with Dan Conner, Airport Manager. Dan needs our help being an additional set of eyes and ears for the many state-managed airports under aeronautics’ care. Dan is a great guy, a supporter of the IAA and open to anything we can do to assist the state in maintaining and upgrading our wonderful state-managed aviation resources. At this point we have met with him to identify needs by airport. We will be holding additional meetings in September and October to prioritize and organize an effort to help out. This effort received IAA Board review and approval, and by our fall Board meeting, we wish to have a better organized outline of how the program will work and resources needed from the various districts and chapters. Mike Hart from District 6 and I will be championing that project more this fall and look forward to reporting to you on it.

Last but not least on the merchandise front... we appreciate your continued orders. Merchandise is not a “profit maker” for our association but it certainly gets the word out and keeps visibility for the IAA high. We have, over the last year or more, narrowed down the individual items to about 4 “core offerings” in the t-shirt arena, plus vests and jackets and hats. This is very manageable for our volunteer staff (well they got volunteered anyway – it’s my office staff). With the holidays just around the corner, please do not forget how great your friends and loved ones would look in a new IAA hat, t-shirt, vest or jacket. Especially with the cold season almost upon us now is the time to replace that old jacket or vest with something new for the fall.

IAA gear—at Yosemite National Park! Crista Worthy photo.
Editor’s Note: For decades now, Aviation Consumer has maintained a stellar reputation for giving honest appraisals of the latest in almost anything you can buy for your airplane, along with great advice on how to spend your $$. This piece in the September issue, written by editor Larry Anglisano, caught my eye: (see diagram at right)

An innovator showing utility products at this year’s AirVenture in Oshkosh was Ketchum, Idaho-based Aithre, with a couple of smart devices for keeping tabs on inflight biometric data. Two products from the company that caught our eye were the Altus portable oxygen tank monitor and the avionics display-compatible carbon monoxide sensor. The O2 monitor is the result of the company founder’s struggle with seeing the behind-the-seat oxygen tank gauge in his Van’s RV-10, and running out of oxygen when he needed it the most.

The monitor is a simple upgrade to any tank and basically converts a portable oxygen tank into a smart device, with wireless (Bluetooth, of course) real-time monitoring of oxygen pressure, flow rate, pressure altitude and oxygen levels. It’s a smart system, triggering oxygen use reminder, low-level alerts and shutoff reminder on landing. Installation takes less than 15 minutes and consists of connecting a high-pressure tee fitting between the tank and existing pressure gauge and strapping the housing on using Velcro. The device runs on four AA batteries, detects pressure changes within a 10-psi resolution, samples pressure every six seconds with a built-in pressure altimeter and throws a low-oxygen warning when it drops below 500 psi. The system is designed to work with Apple smartphones and iPads, and there’s an Aithre Connect app for monitoring trend data, plus there are audible Siri notifications that work with Bluetooth headsets. We think these are products with legs.

At its booth Aithre was showing both the $350 Altus O2 monitor and the $250 Shield eX avionics-integrated carbon monoxide detector displaying on an Advanced Flight Systems display. Using Bluetooth, the company said the sensors will also work with Garmin’s experimental version of the G3X Touch and Dynon’s SkyView. We think these are innovative and useful products that are worth a look. www.AithreAviation.com.

Harvest Time Across the Northwest
Crista Worthy, Editor

It’s harvest time, so here are some quick ideas for places to fly and eat this fall! First up, though, a jazz festival…

Monterey (MRY)—Hustle out to California for the famous Monterey Jazz Festival, Sep 27–29! Diana Krall, Christian McBride, and so many more…plus the incomparable Monterey Bay Aquarium—that’s a bucket list stop for sure!

McCall (MYL)—Go to McCall Pancake House for huckleberry pancakes. These are big enough to hang over the edge of a dinner plate, filled to bursting with huckleberries, and topped with maple or boysenberry syrup.

Crista Worthy, Editor

Oregon:

Bend (BDN)—Eat at Joolz and try the Hummus on the Range: crisp, brown, savory elk tidbits seared in olive oil and served over authentic Middle Eastern hummus topped with pine nuts and cilantro.

Hood River (4S2)—The pastrami sandwich at River Daze Café comes on melt-in-your-mouth bread with local kraut, nuanced mayo, and even mustard on request. Catch a view of the Columbia River Gorge at Crown Point’s Vista House. Also, the Hood River Valley Harvest Fest, Oct 11–13, features pie-eating contests, face painting, pumpkin carving, live music, and more than 125 vendors purveying local produce, arts and crafts, and cider, beer, and wine.

Tillamook (TMK)—Angle for a prize chinook in Tillamook Bay, which is fed by five tributaries. The king salmon run strong here from Sep–Nov.

Medford (MFR)—Visit the Harry & David factory to see the famed Royal Riviera pears getting hand-sorted, wrapped in foil, and packed into gift baskets. You may spot popcorn tumbling with caramel in rotating drums and bakers pulling fruitcakes from the oven. Busiest late summer through fall as it prepares to ship millions of holiday gift packages. AAA member get a 15% discount.

Portland (TTD)—So much going on here! In October, choose from a mushroom festival, fruit show, salmon weekend, tango festival, Greek festival, pumpkin regatta, wine walk, Bigfoot festival, vegetarian festival, and more, https://www.events12.com/portland/october.

Contemplate emptiness in a sand and stone landscape, part of Oregon’s nine-acre Portland Japanese Garden. Thanks to a major renovation and expansion, the garden’s new Cultural Village offers traditional Japanese arts and performances. Also, treat yourself to books by Portland hometown authors Beverly Cleary and Ursula Le Guin (or any one of 2 million other volumes from all genres) at the city’s Powell’s Books store.

Dining? Try Ike’s Vietnamese fish-sauce wings at Pok Pok, brunch at Proud Mary coffee roasters, or pull out all the stops at Beast, the 2014 James Beard Best Chef in NW.
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!

NEW MEXICO

ALBUQUERQUE—The New Mexico skies are painted as hundreds of balloons lift off from Albuquerque’s Balloon Fiesta Park, Oct 5–13 this year. Nothing rivals the power of Mass Ascension on crisp early mornings as these graceful giants leave the ground to take their place in the cerulean desert sky. For ballooning fans worldwide, the Albuquerque International Balloon Fiesta is a pilgrimage. There’s something for everyone to enjoy: whimsical special shapes filled with equal parts of hot air and wonder, and Balloon Glows that create a magical night landscape for spectators to wander. The Albuquerque International Balloon Fiesta will leave you awestruck and wanting more.

RUIDOSO—Fly to the Sierra Blanca Regional Airport (SRR) for fall foliage and fun. The Sierra Blanca and Sacramento Mountain ranges surrounding Ruidoso and the Lincoln National Forest are a playground for outdoor enthusiasts. Starting in September, the aspen, oak, and red maple leaves begin to change and dot the mountain slopes in yellow, orange, and red. Whether driving, biking, fishing, hiking, or horseback riding, the colorful vistas are inviting and relaxing. Take in even larger views from the zipline or gondola that run along Ski Apache.

One of Ruidoso’s biggest attractions is the annual Lincoln County Cowboy Symposium, October 10–13. Western bands, cowboys, chuckwagons, horse whisperers, and more draw visitors from all over the country. The MCM Elegante Lodge and Resort offers an indoor salt-water pool and hot tub, spa for massages, miles of walking trails, and a gorgeous back patio with a fireplace and firepit for great conversations and entertainment. Rooms offer views of Sierra Blanca Mountain or the pines surrounding the adjoining golf course and are full of amenities, including an in-room fireplace, and most have kitchenettes.

IDAHO

SUN VALLEY—Sneak in an extra trip to Sun Valley to see the aspen, hike the hills, enjoy delectable dining, and celebrate sheep.

Fly to Friedman Memorial in Hailey (SUN) and rent a car for the 12-mile drive up to Ketchum and Sun Valley. Golden aspen leaves will have your head on a swivel.

Here are two great pastry and coffee places to choose from. Lizzy’s Fresh Coffee in Ketchum café roasts its own specialty coffees on-site and is run by longtime resident Liz Roquet. Talent runs in the family, as Roquet is the daughter of the Austrian pastry chef who moved to town in 1967 to run the Konditorei at the Sun Valley Resort. That popular breakfast chalet still serves up an array of tarts and éclairs, along with more filling fare such as the Baked Swiss Eggs Rösti, topped with bacon and Gruyère.
To work off breakfast, take the flat 1.5-mile stroll down Trail Creek Road to the Hemingway Memorial, near a grove of golden cottonwoods, where you can pay your respects to the literary legend. (His gravesite is just north of downtown.)

In early October, herds of woolly critters flock down Ketchum’s Main Street at the annual Trailing of the Sheep Festival, which celebrates the region’s onetime economic mainstay. At Enoteca, delicate lamb chops are served with a couscous salad and chutney, while Southeast Asian retreat Rickshaw offers crispy bits of Lava Lake lamb coated in a spicy sesame-soy-ginger sauce.

Not a lamb lover? OK, neither am I, so I always head to the Pioneer Saloon for steaks. If you’re not into sheep, just wait a week and head to the Sun Valley Jazz Festival, Oct 16–20 this year. Sun Valley in fall—incomparable!

**CALIFORNIA**

**Redwood National and State Parks**—These parks stretch along 40 miles of rugged northern California coastline, just south of the Oregon border. The parks protect 45 percent of all remaining coastal redwoods, the tallest trees in the world. Fly to Crescent City, just north of the parks, or Arcata, just south of the parks. The parks have no lodging (just camping) so I prefer Arcata because nearby Trinidad is lovely, I’ll dine at the Larrupin Café any chance I get, and many of the tallest trees are in the southern sections of the park. A quiet trail hike among these giants is awe-inspiring. Or, explore coastal trails and tide pools. For a change of pace, rangers lead kayak and hike-and-paddle tours, or you can take a guided bike tour through the trees.

**TEXAS**

**AUSTIN**—Formula One flaunts the fastest cars and drivers in the world, and since 2012, they’ve descended upon the capital of Texas for a spin around the Circuit of the Americas for the United States Grand Prix (Nov 1–3 this year). Similar to the Indianapolis 500, Formula One races feature open-wheel cars, which are sleeker, lighter, and faster than the stock cars of NASCAR. Historic luxury brands like Ferrari, Mercedes, and McLaren design these machines specifically for iconic races like the Monaco Grand Prix. When the Circuit of the Americas opened on the outskirts of Austin’s city limits, it became the first “purpose-built” track ever constructed for Formula One in the U.S.

Western swing was born in the Lone Star State, also known for its many music festivals. Often called the “Coachella of Texas,” the Austin City Limits Music Festival boasts some of the world’s top performers on eight stages in Zildler Park for two consecutive three-day weekends, Oct 4–6 and 11–13 this year. Besides nonstop music, there’s food, beer, and an art market. A VIP or platinum pass gets you all kinds of perks, including shaded lounge seating and express spa treatments all weekend.

And SXSW (Mar 13–22, 2020) hijacks the whole town for more than a week of performances by established and emerging musicians of all stripes from across the globe, alongside a similar convergence of the film and interactive industries.

You can’t visit Texas without cowboy boots. Great boots in Austin? Texas Traditions bootmakers.
Great guitars in Austin? **Copeland Guitars**—their signature scorched finish, known as “Painted with Fire,” along with personalized sound, has attracted clients like the Smashing Pumpkins and Shane Cole. If you’re looking for the perfect acoustic guitar, stop by **Collings Guitars**, where supreme quality starts at $3,000. Just a couple of their many notable clients include Lyle Lovett and George Strait.

Best barbeque in Austin? That’s a tough one. Go for three of them... Stiles Switch BBQ & Brew, Black's Barbecue, and Franklin Barbecue. Oh my.

**NEVADA**

**High Sierra Fly-In:** This fly-in at Dead Cow Lakebed in Reno, Nevada, Oct 17–20 takes STOL competitions “to the next level” by adding drag racing. In STOL drag racing, pilots fly their bushplanes “3/4-mile straightaway down and back in a drag racing format side by side.” If you fly in, be prepared to thoroughly detail your airplane afterward because of all the dust from the dry lakebed. Watch the race in action in this [video and article](#)—and you’ll see just how dusty it is! But the only way to find out how fun it is, is to fly there yourself!

**ARIZONA**

**TOMBSTONE**—**Helldorado Days** takes place the third weekend in October. A parade, Cowboy “Walk Down,” mustache and beard contest, bands, gunfighters, saloon girls, cowboys, storytellers, line dancers, horses, cars, floats—Arizona’s famous Western town pulls out all the stops in the name of preserving and celebrating its past and present. Click this [link](#) for a complete article about Tombstone and the great FBO that will take care of you!

**SOUTH DAKOTA**

**RAPID CITY**—The 33rd annual **Black Hills Powwow**, held Oct 11–13 this year, welcomes locals and visitors to partake in three days of festivities led by hundreds of traditional dance and musical groups, artisans, athletes, and cultural preservationists. Headlines by a Native Americans Day parade through downtown Rapid City and headquartered at Rushmore Plaza Civic Center, the powwow proffers an inclusive theme extended to everyone: “Come Dance with Us.” A full lineup of Native American singing and dancing performances, drum groups, art shows, hand games, and sports competitions attracts thousands of fans and spectators from all over the hallowed Black Hills and beyond.
WALLA WALLA—I always think of Walla Walla’s vineyards at harvest time. Walla Walla (the city so nice, they had to name it twice) has become one of America’s most exciting wine regions. Idahoans—no need to fly to Napa—just fly to Walla Walla (ALW)!

With 600 acres of parks, including Pioneer Park Aviary, three colleges, and a devoted theater and arts community, culture abounds. A $53-million revitalization helped Walla Walla win a Great American Main Street award from the National Trust for Historic Preservation, which later chose it as one of America’s Dozen Distinctive Destinations, or “pockets of serenity amid the sprawling clutter and homogenization that have overwhelmed so many American vacation spots.” Most importantly for the oenophile, Walla Walla simply IS the Next Big Wine Country. No other American region has more exciting Bordeaux-style reds and Syrahs. With over 140 wineries in the Walla Walla Valley, your biggest worry for your flight home might be your weight and balance calculations; you’ll have so many outstanding wines to choose from. We visited Walla Walla recently so here’s the latest!

Hotels: The classic place to stay in Walla Walla is the Marcus Whitman. Its brick tower rises above everything else downtown. Jay Gatsby and Daisy Buchanan would look right at home in the grand lobby, with its Roaring 20s furniture, stained-glass skylight, chandeliers, and rich wood paneling. The décor may ooze exclusivity, but the hotel’s construction in the 1920s was actually funded by the community at large. 127 guest rooms, including 22 luxury suites in the historic tower, are supplied with handmade Italian furniture and brown-and-burgundy Renaissance décor. Guests enjoy a full complimentary breakfast including eggs Benedict and house-made granola bars in the highly acclaimed The Marc restaurant. A popular gathering place, the Vineyard Lounge offers an extensive wine list and fun cocktails. You’ll also find an art gallery and gift shop, and the hotel is pet-friendly.

That said, we chose to stay at La Quinta, right beside Highway 12 just outside town, and spend the $$ we saved on wine and food. Though lacking the panache of the Whitman, our room was thoroughly comfortable and it’s a 2-minute drive to downtown. (Two more choices below.)

Wines: Start your tasting right at the airport by visiting CAVU Cellars. Family-owned by Jim, Karen, and winemaker/son Joel Waite, CAVU’s aviation connection comes from Jim, who earned his pilot’s license in Alaska. Eastern Washington’s Malbecs are giving Argentina’s signature wines a run for their money—the climate here produces grapes with intense berry, black cherry, spicy licorice, and resin-y herb textures. CAVU offers a 100% single-vineyard Malbec to decant now or save for later. Their Barbera Rosé stands out for its unusual use of Barbera grapes; it’s a dry rosé with nice acid and flavors of strawberry, orange blossom, and plum.

The following day, we visited all the wineries below (in this order), all easy to find if you use your phone’s GPS. We began at Amavi, the tasting room with the best view around. The Amavi and Pepper Bridge wineries share the same winemaker and vineyards, but the wines have completely different styles. Amavi’s are described as more “approachable” while those at Pepper Bridge are crafted more in the Old-World style. At Amavi, we loved the Cabernet Franc Rosé. The only wine they age in steel, the skins are left on only for a matter of hours. The result: bright, light, fruit, with a brilliant acid finish.

Balboa Winery opened in 2005 and produces only about 500 cases per year. This boutique winery specializes in single-vine varietals sourced from Walla Walla’s “Rocks District,” known for producing great Syrahs. I was partial to the White Mith, a blend of 35% Roussanne, 33% Viognier, 17% Grenache Blanc, 15% Marsanne grapes. Notes of ripe peach and white pear lead into stone fruits with balanced acidity and lingering minerality.

At Pepper Bridge, there was no doubt: the 2012 Cabernet Sauvignon was the finest Bordeaux-style cab I’ve ever tasted in the U.S. They source their grapes from two exceptional estate vineyards: Seven Hills and Pepper Bridge. Wine & Spirits magazine called the Seven Hills vineyard one of the ten great vineyards of the world; its wind-blown loess is perfect for lighter, aromatic wines. Pepper Bridge Vineyard’s flood-deposited soils usually produce wines with more concentrated fruit; ask to taste from each vineyard. Underground drip irrigation provides nutrients while saving water; temperature, humidity, sun, and wind data are generated at many points in the fields and uploaded to computers every hour. A high-tech, gravity-flow facility with subterranean caves babies the grapes to keep out bitter tannins.
If you're up for a special treat, stay at the **Abeja Inn & Winery.** You'll stay in one of ten beautifully updated suites within buildings that were constructed between 1902 and 1906. Each is named for its original purpose: Bunk House, Chicken Coop, Summer Kitchen, etc. Some offer kitchens, balconies, or creek views. Most have heated floors and oversize showers. Vaulted ceilings, rich woods, fireplaces, folk art, and a variety of furniture styles make each abode unique. To thoroughly describe all the thoughtful details and tasteful decorations would fill a small book; the website offers detailed descriptions. Innkeeper Sierra Coet continues Abeja's top-notch service with her exceptional breakfasts like lemon soufflé pancakes, smoked salmon hash, and strawberry rhubarb crisp. Feel free to explore the 32 acres of gardens, trees, creeks, and vineyards. Use the provided binoculars and field guide to spot visiting birds. Winemakers Dan Wampfler and Amy Alvarez-Wampfler are known for particularly fine Cabernet Sauvignon, Viognier, Chardonnay, and Syrah wines, made in small quantities.

One of the great things about Walla Walla is how much the wineries admire each other. We planned to head off for dinner right after this winery, but the folks in the tasting room suggested we visit one more winery down the road: **Aluvé.** Why? Because the owners are pilots! After graduating as classmates from the United States Air Force Academy, Aluvé owners Kelly and JJ began an exciting journey as Air Force pilots. During their 15+ moves around the world, they loved exploring nearby wine regions and learning to appreciate great wines. In 2000, while stationed in Idaho, this passion led them to discover Walla Walla. Despite the Air Force life taking them away from the area, they would return often over the next decade, making several lifelong friends and eventually buying property on Mill Creek Road that is now their home and Estate vineyard. Kelly and JJ are quick to thank the Walla Walla wine community for the tremendous support they have received over the years. And we were happy to enjoy their very fine wines!

**Dining:** Walla Walla is blessed with an abundance of really fine restaurants. But this former farm town hasn't forgotten its roots. Local chefs are quick to take advantage of their proximity to fresh produce. Much of Walla Walla's culinary transformation can be credited to the saving of a 1904 brick furniture mill headed for demolition and its subsequent transformation into the **Whitehouse-Crawford.** I had been looking forward to a meal here literally for years and it didn't disappoint. Chef Jamie Guerin, formerly of Champagne in Seattle, segues easily from classic Oregon tenderloin with red wine sauce and mushrooms to braised tofu with lemongrass, ginger, and green garlic yakisoba noodles. You can order off the dinner or bar menu whether you sit in the dining room or at the elegant chef's counter, where you'll chat with the cooks and watch what emerges from the brick oven. Two other standouts in Walla Walla are **Saffron Mediterranean Kitchen** and **Brasserie Four.**

We had lunch the first day at **Crossbuck Brewing**—a tasty burger and super salad—and liked it so much we came back for lunch the second day.
Adjacent to Crosscut Brewing is the Walla Walla Steak Company. The dining room is all warm woods, or, dine in the railroad car just outside. Coincidentally, Fire & Vine Hospitality of Seattle, which owns both restaurants as well as the new Eritage Resort, just became an IAA Corporate Sponsor this month, so be sure to stop by and say thanks if you get to Walla Walla! We didn’t know about Eritage or its fine dining restaurant, spa, and wines when we visited, or we would have checked them out too. You can paddle out onto the lake, play croquet or other lawn games, get a massage, ride a bike, and basically just relax and get away from it all here.

At the Eritage Resort, you can paddle out on Lake Sienna and take in the views. Photo courtesy Fire & Vine Hospitality.

So, what are you waiting for? Walla Walla is a convenient destination for folks from all over the Northwest. Back when I lived in southern California, a pilot friend of mine told me he made regular trips to Walla Walla in his Mooney. “It’s just my favorite wine region anywhere” he said, “People are so friendly, it’s not crowded, and you don’t have to be a wine expert at all to feel completely comfortable in all the tasting rooms. Plus, the wines are spectacular!”

Yes, they have a special Charlie Brown pumpkin train ride, as well as a Christmastime Polar Express ride—trips your kids or grandkids will always remember.

But there’s more: Soaring Tree Top Adventures boasts the longest, largest, safest zipline canopy tour course in the world. You’ll arrive via the train. This unique experience begins with a greeting, friendly welcome and a smile from a Soaring host. New this year, Soaring has adapted two train cars on the Durango train, converting them to first class, high-end cars for the enjoyment of its Soaring guests. Ticketless travel and finely appointed transport are a few of the amenities that await the Soaring traveler. Hurry, because the zipline closes Oct 26!

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