Johnson Creek Airport had its beginning as a small dirt airstrip known as the Fox Farm. Although details are rather sketchy, it would appear that the Fox Farm strip was built by the Bryant Ranch in the late 1930's or early 1940's. A 1946 Forest Service publication shows the Fox Farm strip as being 1700' long, rough, and recommended for emergency use only.

In 1953, the Idaho Department of Aeronautics approached the owners of the Bryant Ranch and requested an easement to operate the existing Fox Farm Airport as a State public use airport. The Bryant's graciously complied with the request.

Realizing that the 1700' strip was not adequate for full public use, the Department approached J. J. Oberbillig, an adjacent landholder, and requested an Airport Easement for the necessary expansion. Mr. Oberbillig agreed to the Easement; thus, the necessary land for the proposed airport was now tentatively available.

It required four years to complete the necessary surveys, easement negotiations, etc. Finally, in 1957, the required work was completed, and construction plans for the airport were initiated.

Initial construction of the airport began in the spring of 1958 and was completed in midsummer. The result was a 3900'x200' dirt airstrip. During the
first week of June, a "Fly-In" was held, and volunteer pilots helped construct the boundary markers, initial campground facilities and erected a windsock. (See photo of newly constructed airport).

On June 5, 1958, the Department issued a "Designation and Approval" of the Johnson Creek Airport, and opened it for public use.

Shortly after the airport was opened, two problems arose that could have a detrimental effect on the future expansion and use of the airport.

First, in exchange for the Airport Easement, the Bryant Ranch had requested that a new bridge across Johnson Creek be built. The bridge would serve as ground access to not only the ranch, but the airport as well.

Second, the Forest Service informed the Department of Aeronautics that the Oberbillig property was on an un patented mining claim, and that the Forest Service still retained jurisdiction of the property.

The problem of the bridge was to take a full year to resolve. At the time, the Department of Aeronautics was firmly committed to a statewide airport expansion program. The Department simply did not have the funds, manpower and equipment to build the bridge.

During the following year, the Department contacted many individuals and organizations in a request for help in the construction of the bridge.

The response was outstanding. Following is a list of volunteers and contributions to the project:

Emma Bryant - Nails and meals for the construction crew, plus $200.00 cash donation.

Ernest Oberbillig - Cement mixer, 70 sacks cement, form lumber, dump truck, gravel, nails and washers.

US Forest Service - Cement mixer.

Idaho F&G Dept. - 100 sacks of cement and transportation of materials.

Cox's Dude Ranch - Gravel and form lumber.

Western Equip. Co.- D4 - Cat (Boise)

Warren Brown Lmbr.- Bridge planking lumber.

Wally Hart, Emmett - 1½KW light plant and electric cement vibrator.

Tom Nicholas, Yell-- Provided lodging for lowpine work crew

Don Cayward - Water pump and power wagon.

Ray Nissoula - Equipment standby and supervisory time.

Valley County - $800.00 cash donation.

In addition, Don Cayward, Barry Bryant, Vance Husky, John Thomson, Dave Nicholas, and others donated a considerable amount of their own labor toward the construction of the bridge.

One interesting point of the bridge's construction was the main steel support girders. The original design called for log timbers to be set on concrete abutments. However, Pacific Fruit Express Company of Nampa was in the process of dismantling some refrigerator box cars. They agreed to sell the Department four 39' long steel box car center sills for their scrap metal value of about $182.00. The box car sills were substituted for the proposed log timbers.
The bridge was completed in September, 1959.

The second problem involving Forest Service jurisdiction of the Oberbillig property was resolved when the Forest Service issued the State of Idaho a special use permit for airport purposes.

From 1960, the development of the Johnson Creek Airport has proceeded in a relatively orderly manner. Following are the major development highlights:

1962 - An irrigation system was installed which enabled the development of the excellent turf surface that exists today. The airport width may have been increased to 300' during this period.

1966 - The Department of Aeronautics establishes a caretaker at Johnson Creek during the summer months. Also, the first mention in the files of a courtesy car at the airport.

1969 - Electrical power was extended to the airport.


1975 - A property survey showed a significant mistake in the property boundary. The fence was adjusted accordingly.

1975 - During this time period, many small improvements were made. Their sum total makes the airport what it is today. Some of the improvements consisted of a new boundary fence, new irrigation system, additional camping facilities, additional tie-downs, access road reconstruction and building replacements.

The State of Idaho is very proud of its facility at Johnson Creek. We hope that you, the flying public, will continue to enjoy it for many years to come.

It is significant to note the tremendous cooperation of various parties involved in the development of this airport.

Without the help of people like the Bryants, Oberbilligs, U.S. Forest Service, State Government Agencies, private businesses, and many individuals, many of our fine state owned airports like Johnson Creek would not exist today.

HELP US - HELP YOU

- All ELT Transmissions are now reported to Search and Rescue by satellites.
- 97% of ELT reports are false alarms - over 600 per month.
- Searching for false alarms detracts from the search for a downed aircraft - that aircraft may be yours.
- Before start-up and after shut-down, tune your aircraft receiver to 121.5 - your ELT may be transmitting.
- If your ELT was on - call your FSS as soon as possible.
- Check your ELT batteries - dead batteries will send a distress signal to no one.
- An operable ELT may save your life!
- Disconnect the ELT battery whenever you remove an ELT from an aircraft.

DON'T LET YOUR ELT CRY WOLF
LET THE ELT SAVE YOUR LIFE!
FLIGHT COMPETITION

John Kangus, who took top honors in the United States Proficiency Flight Competition last summer at Carbondale, Illinois, earned a spot on the United States Proficiency Flight Team. He competed at the World Proficiency Flying Championship in Norway. John left Norway as the top pilot on the U.S. Team. In addition, he finished twenty-second overall. The team from Poland finished in first place. Idaho is proud to have such a fine pilot - Congratulations John!!

IDAHO'S ESSAY WINNERS

At a special ceremony held in the Governor's Office three Idaho students were honored for their winning essays in a contest co-sponsored by the Federal Aviation Administration and the Idaho Division of Aeronautics and Public Transportation, State Department of Transportation. Certificates were presented to the students by Governor John Evans and the Acting Director from FAA's Northwest Mountain Region, David E. Jones. Also present at the ceremony were Worthie Rauscher, Administrator of the Idaho Division of Aeronautics and Public Transportation.

The essays were judged in three categories, grades 4-6, 7-9 and 10-12. The state winners will receive airport tours, airplane models and the senior category winner will spend a day as an Air Traffic Controller. The Idaho essays will compete with 6 other states' winners for the regional winners, who will in turn compete for the national prizes, one of which is a $5,000 scholarship for the senior winner.

The contest held in Idaho was part of the FAA's National Aviation Education Essay Contest being held in conjunction with the Air and Space Bicentennial in America.

COURTESY CAR PROGRAM

The State of Idaho is one of the few states privileged to have a Courtesy Car Program for the use of the flying community. If we are to keep this program it would be beneficial if each of you let your legislative representatives know that you appreciate the convenience that they provide.

At present there are courtesy cars at the following locations:

(Grades 4-6)
Joy Hammer
Grade 6
Westside School
Payette, Idaho
Teacher: Mr Evans

(Grades 7-9)
Don Hanzel
Grade 9
Declo Junior/Senior H.S.
Declo, Idaho
Teacher: Ron Knowles

(Grades 10-12)
Kenneth Nishimoto
Grade 11
Jerome High School
Jerome, Idaho
Teacher: Eleanor Nishimoto

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At present there are courtesy cars at the following locations:

Arco**
Bear Lake*
Bonners Ferry**
Coeur d'Alene****
Council*
Gooding*
Johnson Creek*
Kamiah*
Malad*
Orofino**
Preston*
Rexburg*
Sandpoint***
Smiley Creek*
St. Anthony*
St. Maries*
Grangeville**
Weiser*
Mountain Home*

* 1 car ** 2 cars *** 3 cars **** 5 cars
As I write this article only one of our four proposed legislative bills has not failed either in committee or on the floor. The surviving bill would increase the search and rescue dedicated fund through an increase from $2.00 annually to $6.00 annually (collected as $12.00 biennially) for airmen registration. We will, of course, let you know the final outcome of the SAR funding.

The Aeronautics dedicated fund revenues continue to decline drastically since our high year in 1979. We will not reach the 1972 funding level this year. Unfortunately 1972 dollars do not purchase much asphalt for runways, lighting systems, navigation aids or development monies for municipalities airports. Based on our most optimistic estimates, we will receive revenues at 41 percent of the program funding that has been available each year since 1972.

It is obvious that all aeronautics programs will be, at best, drastically reduced and some programs will be totally unfunded. Title 21, Idaho Code, defines the duties and responsibilities for aeronautics. Those specific responsibilities which are mandatory ("Shall") will continue at some fundable level. The permissible items ("May") are being carefully evaluated to save the safety related functions and those that provide the greatest benefit to you the users of the system. We are all aware of the old saying that the only good taxes are those not paid by you and me - the same applies to programs; the programs to be cut should be those that do not impact you and me.

We pledge to make every effort to provide the greatest benefits with the least loss of safety and services within the constraints of the funding provided by the Legislature. Your thoughts and ideas are, as always, welcome.
I will take this opportunity to thank the individuals, flying clubs, associations, FBO's and airport owners and managers who gave so generously of their time to assist in developing the aeronautics legislative package of four bills, your efforts on behalf of Idaho aviation is sincerely appreciated.

This is the first issue of RUDDER FLUTTER under a new format. It has two advantages; it is readable and our restricted budget will provide the printing and mailing costs. We encourage your comments.

The publication is for you, the aviation system user. Please notify us of planned aviation activities; meetings, schools, fly-ins, air shows, and etc. for publication. We plan to publish RUDDER FLUTTER every two months -- so advance notification of activities will be appreciated.

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MOOSE CREEK CLOSED

To protect the vegetative cover and running surface of the long runway (NNE-SWW Strip 4100' x 250') at Moose Creek Airfield, Sec. 11, T. 32N., R. 12E, B.M. the following is prohibited:

LANDING ANY TYPE OF FIXED WING AIRCRAFT [36 CFR 261.58(y)].

This restriction is in addition to those enumerated in subpart A, Part 261, Title 36 Code of Federal Regulations, and become effective March 12, 1984, and will remain in effect until rescinded or revoked.

* * * * * * * * *

The Idaho Division of Aeronautics is requesting your help in providing safe Idaho Airports. PRINTED BELOW IS AN AIRPORT HAZARD REPORTING FORM. We urge you to use this form to notify us of airport hazards you may encounter at any Idaho Airport. Your cooperation in this vital airport safety program will be greatly appreciated.

HAZARD REPORT

FOR REPORTING ANY HAZARD ASSOCIATED WITH THE OPERATION OF AIRPORTS LISTED IN THE IDAHO AIRPORT DIRECTORY

REPORT NO. TO BE ASSIGNED BY AERONAUTICS DIV.

<table>
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<tr>
<th>AIRPORT WHERE HAZARD OBSERVED</th>
<th>DATE HAZARD OBSERVED</th>
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<td>DESCRIPTION OF HAZARD</td>
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PERSON REPORTING (OPTIONAL) ADDRESS TELEPHONE NUMBER
The Boise State University eight member flying team took second place in collegiate aviation competition hosted by Montana State University.

Jim Mizer of Hailey, Idaho and a member of a noted flying family in the state took TOP PILOT honors for his overall performance. This is the second year in succession for his accomplishment among collegiate pilots from colleges and universities in the Rocky Mountain Region.

Larry Davis of Boise and President of the BSU Aviation Fraternity, Alpha Eta Rho was designated as the runner up for TOP PILOT honors. Boise State University pilots took eight places in the six categories of flying and ground competition.

Boise State University and Metropolitan State College, Denver, the 1st Place winner will represent Region I, April 19-21, 1984 in national competition. The United States Air Force Academy will host the national program. Twenty six colleges and universities from ten regions will compete.

Professor Wayne White is the Faculty Advisor for the Boise State University Flying Team. Professor White is Chairman of the Governor's Board of the National Intercollegiate Flying Association.

GEORGE OSWALD NIGHT

George J. Oswald, Director of Aviation and Chief Pilot of Morrison-Knudsen Company has been awarded special honors for his support and assistance in collegiate aviation work.

The occasion was a holiday season banquet hosted by the Delta Chi Chapter of the International Aviation Fraternity, Alpha Eta Rho on the Campus of Boise State University. The special program was entitled, "George Oswald Night" in recognition of his role of contribution.

Prior to an official installation of membership in Alpha Eta Rho, Wayne E. White, Director of Aviation Management at Boise State University and National Vice President of Alpha Eta Rho reviewed the contribution Oswald has made for collegiate aviation.

One of the most unique programs in the nation was devised by Oswald in recent years when he developed the idea to identify outstanding achievement among aviation management students enrolled at Boise State University. Each semester two students are selected to participate in a "corporate flight" with Oswald on a scheduled company flight. The opportunity to observe corporate aviation at work, prior to flight, during flight and on conclusion of the business flight, is a most unique experience. Professor White cited Oswald for most extraordinary vision and wisdom to take this kind of interest and provide this kind of an opportunity for college age youth.

Several students who have participated in the program were in attendance at the special function. Messages were received from graduates who could not attend, but who are now enrolled in law school, military pilot training and employment with the airline industry.

George Oswald joins ranks with many leaders in the air transportation industry who have been designated for membership in Alpha Eta Rho. The original chapter was founded on the campus of the University of Southern California in 1929 by the late Professor Earl W. Hill. There are approximately seventy five chapters in the nation and five foreign chapters.
SAFE PILOT AWARDS

Five banquets were held throughout the State in February and March to honor recipients of Safe Pilot Awards for successful completion of another year of safe flight. Banquets were held in Boise, Twin Falls, Idaho Falls, Pocatello, and Coeur d'Alene. The program this year included recognition of the Idaho/FAA Student Essay Contest and a slide presentation of the Idaho backcountry by Stacy Gebhart. Stacy is the Regional Supervisor of Region 3 of the Idaho State Fish and Game Department. The pictures represent thirty years spent in the backcountry of Idaho. The series of pictures set to music was exceptionally well received with many of the attendees commenting on the beauty and appropriateness of the presentation. We were very happy to have in attendance at Idaho Falls Mike Tupper from Salmon who had received his private license only three hours before coming to the banquet. Congratulations Mike!

MIKE TUPPER - A BRAND NEW PILOT

BILLY COATHERN - IS THIS A TOOTHPASTE AD?