

The Airport Report

VOLUME 7, ISSUE 2
JULY 3, 2017

Radials ‘n Rivers

There’s something about a radial engine. Compared with the precision machine work of today’s turbines, they’re a rough-hewn work of American Art. There’s no mystery to their raw power; the parts are right there in front of you—on the outside—not inside, hidden beneath plastic shrouds or painted fiberglass. And if there’s a radial engine pounding out a rhythm anywhere around, you’ll feel it.

Radials do something else, too. Mounted on the aluminum wings of a 70-year-old monster airframe, they’ll fill the eyes of an entire generation with tears. The Greatest Generation, that is, fewer in numbers though they are. Revved up, the sound of a radial engine will send shivers up the spines of millions of Baby Boomers. Even those weaned on cell phone texting and X-Box games can’t resist the raw, unadulterated mechanical muscle.

What’s the point?

On the Fourth of July (*could you possibly pick a better day?*) the greatest aircraft of the Greatest Generation will be on display—and FLYING—at the Lewiston-Nez Perce County Regional Airport! Featuring the B-24 Liberator (the last one flying) and the B-17 Flying Fortress,



B-17 (Back) “Nine-O-Nine” & B-25 “Witchcraft”

it’s a red, white, and blue event called “Radials ‘n Rivers” and it’s put on by the Hillcrest Aircraft Fixed Base Operation and Hangar 180. The two organizations teamed up to bring dozens of classic and unique airplanes to Lewiston, most of them powered by venerable radial engines that will fill the daytime Fourth of July sky with man-made thunder.

So when you’re deciding what to do on this Independence Day, remember...the day is not far away when the graceful Flying Fortress and the husky Liberator will be relegated to museums and you’ll not see their likes again. The ranks of those who built, flew, and repaired the big radials engines will be gone, leaving just a glimmer of dreams of things that used to be. They’re fading fast, watered by the tears that filled the eyes of old pilots. Witness, one more time the sights, smells, and sounds of a flightline, ruled by radials.



Inside this Issue:

Say Again, Sam?.....	2
Empire in the Sky.....	2
Farewell.....	3
FAA Policy on Hangar Use.....	3
Skelton Air.....	4
Amelia’s HairArt.....	5

Mark your calendar:

July 4, 2017: Radials ‘n Rivers

Say Again, Sam?

Yes, I'm the "new" airport manager. If I were a website, my FAQ (Frequently Asked Questions) section would start out with:

What's the first thing you're going to work on?

Don't try to guess; it's a trick question. There were so many good things to work on, I couldn't just work on one.

Don't tell anyone, but friends, we've got a real sidewalk from our overflow parking area to the terminal building! Your size 9's can now take you from your car to the front door without breaking an ankle or getting run over by the neighbor's 1994 Plymouth!

No slam on that decade (I actually liked the music), but we're going to gradually drag our terminal out of the 1990s. In fact, we're going to skip right over the millennium change and move into the 21st Century. We hope you'll notice the color change first. Then, check out the check-point. We've rearranged things to make the waiting line faster, friendlier, and easi-

to navigate.

We'll soon begin remodeling the screening room itself. *I know...we airport people just can't seem to leave things alone.* But really, this one's good. We're enlarging the room so TSA can bring in (are you ready for this?) the equipment we all love to hate, the Body Scanner! Yes, ladies and gentleman, we've heard you loud and clear. Understand body scanners won't eliminate the pat downs, but the frisking will become significantly rarer with the newer generation security equipment.

That's not all. There are plans in the mill to greatly enlarge the passenger waiting lounge. We'll keep you posted on that one. But with a little luck, you may soon be waiting for your flight in a room with a view and first class amenities.

Now in case you hadn't heard, that section of the airport known in local circles as the deserted south side will soon hear the growl of radial engines. Translation?

Hangar 180 is going to be developing an aviation complex catering to antique aircraft. Folks, this is simply too big and too wonderful to call it a hangar. If you want to capture its essence, come to the July 4th Air Festival (See page 1). 'Nuff said.

Yes, we're building a new airport operations building. It'll consolidate our fire fighting, operations, and some of our administrative functions in one location. Yes, air traffic is up, airline boardings are up, and I've got so much more to tell you about.

But I've run out of room. Want to know more? Make sure we have your email address so we can send you this newsletter. We're on the Web at goLWS.com, and we've got Facebook, too.

Until we talk again, Happy Landings...

-SAM

Empire in the Sky...the Bert Zimmerly Story

From the first powered flight over the State of Idaho to the pioneering use of private jets by the Potlatch corporation, the roots of aviation run deep in the Lewis-Clark Valley. The Empire Airlines is another example, and to make sure this story isn't lost, Dick Roth is writing it down.

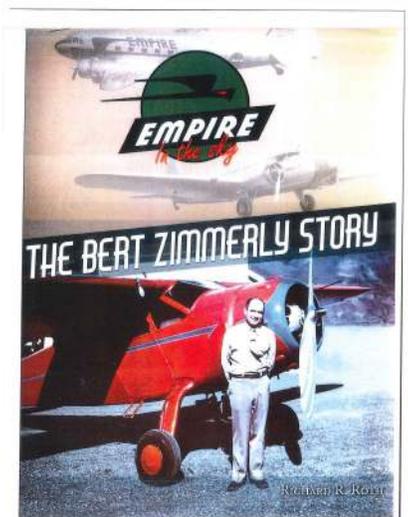
Advanced drafts bring to life the man and the legend. And it isn't just another biography. This is a chapter in the history of aviation in the Lewis-Clark Valley, in Idaho, and the nation as well.

Bert's airline became only the second in the country to receive a "feeder airline certificate," and today, the roots of Delta Airlines itself can be traced back to his

company. The pictures alone are priceless. You'll see photographs pre-dating Lewiston's first airport on 4th Street; you'll see the Clarkston Airport Hangar and naval aviation cadets in training for service in World War Two. And you'll see pictures of the venerable 247D, Boeing's answer to the McDonnell-Douglas DC-3.

Dick Roth put years of research into this work, and his sources are impeccable, running the gamut from the Zimmerly family to former pilots and mechanics, to friends who were with him from foundation to corporate takeover.

If you're interested in obtaining a copy, drop Mr. Dick Roth a letter at 13125 197th St E., Orting, WA 98360.



Farewell to an Old Friend

What's that?

It's a polyhedron composed of four triangular faces, six straight edges, and four vertex corners.

Huh?

It's a tetrahedron?

A tetra-what?

It's wind direction indicator.

Why are we saying farewell to a tetra-

whatever?

It's—a—tetrahedron, and we're saying farewell because the FAA wants it moved.

Why?

They have a good point if you look at the picture below. The tetrahedron's narrow end points into the wind, a good direction if you're intending to take off or land. Now look at the wind sock. It's pointing the direction the wind is going. Which is why the Federal Aviation Administration recommends their discontinuation.

Tetrahedron's are pretty rare, nowadays; there's but a handful left in the entire Pacific, and this one has been here a

Records indicate it was one of the first pieces of "meteorological equipment" installed on the airport after it was commissioned in 1944. Legend has it Milt Lind and a crew of volunteers picked it up in the Spokane railyards. No one knows where it came from before that, but the volunteers loaded it aboard a flatbed truck and headed south. Originally covered in fabric, Milt and company reskinned it with aluminum from a donated, scrap mobile home. It was last repainted by Steve Carlton about 10 years ago.

Time and technology have since taken their toll. The original frame appears to be in reasonably good condition. So is the skin. But the wiring harness and armature have become quite problematic the last few years.

"Now that the FAA has told us it has to be moved," said Stephanie Morgan, Airport Manager, "we'd like to see it happen before winter." Which could be easier said than done because of the tetrahedron's odd angles.

"Ideally, the Authority Board would like to see an airport tenant give it a good home, maybe with an agreement for restoration."



LWS Tetrahedron

The FAA's Policy on Hangar Use

What's in your hangar?

If you haven't checked lately, you probably should.

Then, you owe it to yourself to review the agreement you have with the Airport Authority for the use of the land.

Hard to understand? Like they say in the detective movies, *Just follow the money!*

The Federal Aviation Administration (FAA) helps a community buy land to build an airport. In return, they expect the airport owner to use that land for aeronautical purposes *as defined by the FAA*.

Now before we all jump to our feet and cry, "Foul," let's talk about it a little, make sure we're not wasting our breath and not being unreasonable.

The primary purpose of an aircraft hangar is aircraft storage. According to the FAA, "...if a hangar is serving its primary purpose, the storage of aircraft, then storage

of non-aeronautical items in the hangar does not violate the airport sponsor's federal obligations."

Of course there's a lot of other phrases and clauses in the rules. If you're interested in reading them, Google "FAA policy airport hangar use."

But now back to your lease agreement. The FAA expects the Airport Authority to enforce it's policy with respect to hangar use. No enforcement? No funding.

So check your hangar. If you have an aircraft stored there, you can probably keep the statue of Amelia Earhart. And



if the aircraft isn't in pieces in cardboard boxes, you might even get to keep the autographed poster of Charles Lindbergh with the Seattle Seahawks. Just be aware...if you're splitting hairs, the grace period won't last the life of your lease.

Skelton Air



Skelton Air's Cessna

A computer programmer by profession, Jason Skelton comes to his love of aviation honestly.

"I spent my summers growing up with Grandpa Frank Hill at Grangeville Air Service, fueling DC-4s."

Jason started flying at 14 and soloed at 16. Then life got a little complicated. There was college, and a stint in the U.S. Marine Corps.

But there was something about aviation that grabbed him and wouldn't let go.

So he and his wife, Amber Dixon-Skelton founded Skelton Air.

"My goal is to put students in contact with professional flight instructors and get them access to a plane," he said.

"Michael McGill and Ron Frasier are certificated by the Federal Aviation Administration. They have the skills and the manners to get students off on the right foot."

If you're already a licensed pilot and want to rent a nice-looking, well-maintained Cessna, he can help you with that, too.

The Airport Authority welcomes Skelton Air to the airport business community.

Check them out; they're on web at: www.skeltonair.com

Amelia's Hair Art

Where's the last place you'd expect to find quiet, relaxing, tastefully decorated styling salon?

We'd like to think our airport wouldn't be the *LAST* place, but we'd agree the it probably wouldn't be first either.

It's a lot like her response to our question, "Where are you from?"

Julie hails from Central Oregon, but she'll quickly tell you Lewiston is now home. And we're glad she landed here.

Seems as though she's *always* been fixing people's hair, Julie admits.

"Even when I was working in computer drafting in Kalispel, Montana," she said with a laugh. "My friends, neighbors, co-workers—they were always calling me up and before I knew it, the comb was in my hand, they were in my chair, and that's where it started."

Julie took a couple years off to complete her tour of duty as a "stay-at-home" mom, then headed off to styling school.

"I worked for several years with some good mentors. Then the opportunity to strike out on my own came along and I couldn't resist."

Asked if she specializes in any particular market, she laughed.

"I only do people," she said, then noted she sees a lot of the younger crowd, just as many in their middle years, and some senior citizens, too.

"I've had a lot of success with special event styling," said Julie, but my customers keep coming back for the usuals, too...coloring, extensions..."

Julie wouldn't take credit for the name of her salon, Amelia's HairArt. But the cheeky takeoff (pun intended) on the pioneer aviator's name matches Julie, her cheerful smile and welcoming personality.

Stop by and see her. She's open Monday through Friday. Walk-ins are welcome, or give her a call at (208) 553-5843



Julie Barnes

**The Lewiston-Nez Perce
County Regional Airport
Authority**

406 Burrell Avenue
Suite 301
Lewiston, ID 83501

Phone: (208) 746-4471
Fax: (208) 798-0591

LEWISTON-NEZ PERCE COUNTY REGIONAL AIRPORT



Feedback.....

It isn't something we put up with. The Authority Board and Staff appreciate input and suggestions—not just about this newsletter, but about ways we can improve our airport and the services provided

**LEWISTON-NEZ PERCE COUNTY REGIONAL AIRPORT
AUTHORITY BOARD OF COMMISSIONERS**

William V. McCann, Jr., Chairman

Jim Finley, Vice Chairman

Pat Nuxoll, Treasurer

Verl Long, Secretary

Emmett McCormick, Commissioner

Meetings

For up-to-date information on schedules, check the Public Meeting section of the Lewiston Morning Tribune.

