

John Baglien



I have been passionate about flying since college (1972). I began flying back-country in northwest Montana in a Cessna 150 while stationed as Wildlife Biologist on the Spotted Bear Ranger District of the Flathead National Forest from 1975-77. Anticipating retirement, I got my commercial and flight instructor ratings in 2003 and 2005. In 2006 I retired from the Forest Service after 32 years, and the past nine summers I have worked my retirement dream job – flying 1500 hrs back-country charter (172, 182 and 206) for McCall Air Service. I have 3400 total hours, including 2500 hours real-world cross country experience and more than 800 back-country landings in light aircraft to share.

Brian Case



I have been interested in flying since a friend took me for a ride in his Taylor-Craft when I was 4 years old. Growing up I read every aviation book and magazine I could find. It was a goldmine when I learned my high school had 10 years' worth of back issues of AOPA and Flying magazines. I built and flew R/C gliders and airplanes throughout high school. I started taking flying lessons in 1988 and joined T-Craft Aero club shortly thereafter and earned my Private certificate mostly in the C-152 67375. I worked for Denny Aircraft (later Skystar) and Papa51 designing, building, and documenting much of the Thunder Mustang for 10 years. In 1996 I purchased a sailplane and have logged over a 1000 hours of glider time. I frequently race gliders in Ephrata, WA.

I earned my CFI in 1998 and promptly started instructing in Aeronca Champs for Rocky Mountain Air in Nampa. I have over 5000 hrs, 3100 hours of instruction provided, and over 2000 hours in tail wheel aircraft. I currently have been working for Hewlett Packard for the over 14 years and instructing on mornings, evenings and weekends. I love to fly and I love to help other people fly. As a result I can provide high quality instruction at low cost.

Mitch Geibel



After graduating from the University of Idaho, I learned to fly by serving as a Helicopter Pilot in the U.S. Army.

My experience as a Dual Rated Pilot, and Flight Instructor, has afforded me with unique opportunities to fly a variety of airplanes and helicopters.

As a Professional Pilot, I have worked as a Military, Corporate, Instructor, and Airline Pilot.

I enjoy teaching and helping students reach their aviation goals. I aim to impart the skills, techniques, and procedures, I have learned over the years to develop safe and competent Aviators.

Gordon Hall



I have been a member of T-Craft Aero Club for 30 years now, and have thoroughly enjoyed every minute of it. I received my private pilot's license in 1982 in the club Cessna 150.

I became an instructor in 2002, and an instrument instructor in 2003. I love flying in the back country, and enjoy what this wonderful state has to offer.

In addition to flying, I am an avid whitewater rafter, fisherman, and hunter. I am retired, after working 34 years as an Electrical Engineer for Idaho Power. I have two children, both of whom are private pilots.

Jim Hayden



I have been interested in flying for as long as I can remember. I was always the kid with his face pressed against the window as my parents drove by the airport. When I got a private pilots license in 1990 I knew that I also wanted to be an instructor. I got my instructors rating in 1992 and have been actively instructing since. I have over 7,600 hours total time with a little over 3,500 hours of that being instruction. I teach tailwheel, instrument, commercial, backcountry, aerobatics, and have signed off six initial instructors for their CFI check rides. I did on demand charter for seven years in single engine aircraft for Rocky Mountain Air. I have ferried airplanes across the country several times and brought a Maul back from Alaska last year. I have given instruction in most of the single engine aircraft that you find on the ramp of a general aviation airport. I enjoy instructing and hope to fly for at least another 20 years.

Jim Hudson



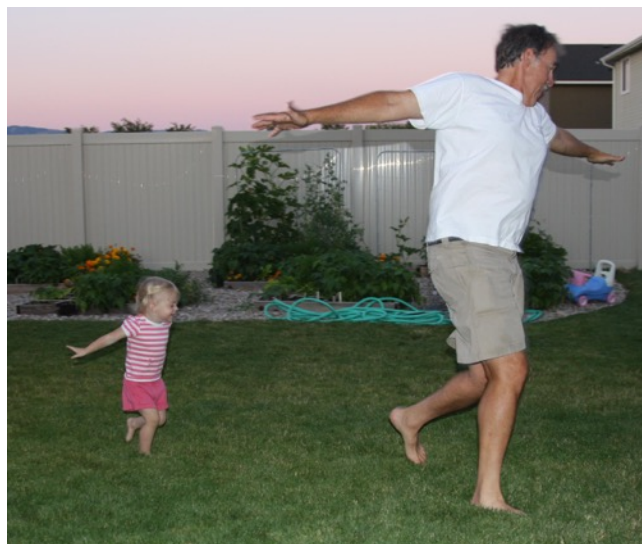
I've had a passion to fly since I was a kid, building and crashing model planes, pretending and fanaticizing that I was a pilot. I started pursuing my "dream" at a later stage in life after my kids left the nest. After earning my private certificate, I found that I wanted to pursue flying the Idaho Backcountry (to support my other interest, fishing). I've taken several back country flying clinics and have 18 year's experience flying into many of the Idaho backcountry strips. I also fly charity flights for Angel Flight West, and am a mission orientation pilot and Idaho Assistant Wing Leader for Angel Flight West.

My interest in instruction began when my job as an engineer at HP was "downsized", which gave me the opportunity to pursue this career.

I have been flying for 20 years, with 3,300 total hours, 17 years and 2,200 hours instructing.

My goal is to teach my students to be safe and proficient pilots, emphasizing good judgment and decision making skills. I teach more than the minimum and teach things that I never learned as a student, but wish my CFI would have taught me. For instance, I'll take you into grass strips and do spin training, which are not required, but I feel important. I also realize that flying is expensive and I strive to make the best use of a student's time and money. Please call for references.

My youngest student: I start them at a very young age!! (My Granddaughter Allie)



John Larsen



I had my first airplane ride in a Stinson Station Wagon in Southern Wisconsin in 1957 at the airport where my father was learning to fly. I loved it. Ten years later I took my first dual in a Piper Colt. I almost ran it off the runway. Shortly after that Uncle Sam invited me to a get together so I enlisted in the USAF. After four years in the service I resumed my flight training and used the GI Bill to obtain advanced ratings. I moved to Idaho in 2016 after retiring from Corporate and Charter flying. I have 15,800 plus hours, 5 type ratings and over 8600 hours of jet time.

Contact:

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Preston Riley



I have been interested in aviation for as long as I can remember. I became actively involved in aviation in 2001 when I began working for Skystar Aircraft Corporation in Caldwell, Id. During my employment at Skystar and at Kitfox Aircraft I learned a lot about aerodynamic design, engineering standards, aircraft construction, and I developed a deep passion for aviation.

In 2008 I decided to follow my dream and learn to fly. I earned a Bachelor's Degree in Aviation Science – Professional Pilot from Utah Valley University graduating with honors. I thoroughly enjoyed the depth of study required for my degree, but find the most pleasure in the back to basics of stick and rudder flying. Learning to fly has been one of the most satisfying things I have ever done and I love helping others realize their aviation goals.

My goal is to provide high quality instruction focused on safety and real world application of skills. I use a relaxed demeanor and insist on having fun.

Matt Stevens



My name is Matt Stevens and I am an independent CFII/MEI here in the Treasure Valley. Are you looking for an experienced instructor for your next Flight Review or IPC? If so, I can help!

I've been training pilots for 15 years in some of the most complex airspace you can find in Southern California to sleepy dirt strips in Baja California, Mexico. Most recently I've been exploring the Idaho back-country while helping pilots like you stay current.

I hold a Gold Seal certificate from the FAA for an above average checkride pass rate. I am passionate about teaching and it shows. My students learn a lot and have a fun time in the process.

Call me at 353-3299 or write me today to schedule your next Flight Review or IPC!

Ivan Sudac



HI! My Name is Ivan Sudac.

I have lived in Boise for 13 years. I absolutely love living and flying in Idaho!
I'm happily married for 25 yrs. And have two children.

Flying has been my passion for my entire life.

I have been flying for over 32 years and have over 14,000 hours.

I became a private pilot in 1987.

I have been a CFII since 1990 and have flown many General Aviation Aircraft.

I have a BS in Electrical Engineering and an MS in Aeronautical Science.

I was a Fighter pilot in the Air Force from 1991 - 2015. I retired after 24 years as a LtCol.

- I was a Check Pilot and Flight Instructor in the Military.
- I've flown all over the world, was involved in flight testing and did 3 combat tours in Iraq.
- Aircraft Flown:
 - o T-37
 - o T-38
 - o U-H1
 - o C-130
 - o F-16B/D
 - o Royal Air Force F-3 Tornado (as an exchange pilot in Scotland)
 - o F-15C Eagle (I flew the Eagle the most and it is my favorite ☺)

I have been a pilot for Southwest Airlines for 10 years and fly the Boeing 737.

Unless I'm flying a trip for Southwest, I am available to fly!!
Or lets sit and talk about flying, also fun!

Jim Taylor – CFII



24 years NG CW4 (RET)

Flying 53 yrs, received private rating in August 1956, 20,000 + hrs.

Commercial Pilot Airplane Single engine land, Rotocraft Helicopter

Instrument airplane and helicopter, type rated BV234 (Chinook).

34 yrs crop dusting pilot of which 13 yrs combination of day and night..

Started spraying in Super Cubs, moved up to 450 Stearmans, Navy N3N's, Ag Cats and Thrush Commanders.

During that time I only had to walk home 3 times because of engine failures.

Van Turney – CFII, MEII, AGI



After becoming a master paper aircraft builder and flyer at the age of 5, my love for flying has never ended! I have flown a wide variety of aircraft in my 33 yr flying career, everything from the piper colt to a Gulfstream V and have enjoyed all of them.

I have acted as PIC in every continent except the Antarctic. I'm currently employed as the Corporate Chief Pilot for Scentsy, flying a CJ3.

I have been an instructor for the past 25 yrs and have taught many new and not so new pilots throughout that time.

My goal is to provide a safe and efficient and FUN training experience!

Call or email anytime 619-456-5967