




THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

President: Natalie Bergevin	(H) 684-3411
	(C) 681-1411
V. President: Pete Stewart	785-2441
Secretary: Kenny Smith	705-4500
Treasurer: Steve Anspach	313-0770
Asst. Treasurer: Austin Moses	684-3922
Chapter Website:	
http://www.eaa407.org	
Newsletter Ed: Carol Strong	529-1608
Young Eagles Coordinator:	
Dale Cresap	529-0377
Correspondence: Ellie Wolper	221-6284
Web Master: Tom Strong	529-1608
Refreshment Coordinator:	
Elizabeth Alstad	208-874-2411
LSA Liaison: Vacant	
Librarian: Paul Tremblay	522-9930

Where We Meet

We rotate between the ISU hanger at Pocatello Airport, Aeromark at Idaho Falls Airport, & Blackfoot FBO on the 3rd Saturday of the month at 6pm from September through May. No meetings during June, July, or August - but we do have fun activities going on...so check out our schedule!

MARK YOUR CALENDAR NOW

APRIL 29th: Gooding School For the Deaf & Blind Young Eagles Rally. This is our wonderful chapter annual event for these kids. Contact is Dale Cresap at 529-0377. Come have fun!!!

MAY 21st: "Carey Fly-in". See notice on this page and flyer on next page.

MAY 21st: Idaho Aviation Trade Show @ Aeromark. See flyer in back of this newsletter.

JUNE 25th: Pocatello Appreciation Day & Young Eagles Rally. If you want to help, call Pete Stewart at 785-2441 or Dale Cresap at 529-0377.

JULY: Ice Cream Social @ Blackfoot Airport. We will "hangar hang", have food, ice cream, and stories!! More info later....

AUGUST 19th-20th: Henry's Fork Airport Flyin. Our chapter started this last year and it was a blast. Pot luck supper, star gazing, flying stories, community breakfast for \$6.00 per person on Saturday AM. Lots of fun - everyone

welcome - fly up or drive up, RV, tent, camper..why not consider staying up there through Sunday morning. Remember, Henry's Fork Airport is also our "chapter adopted airport". Our chapter is posted on a big sign at the airport!!

CAREY "FUN ON THE GRASS" FLY-IN

Get ready! The annual Carey QRU & Fire Dept. Fly-in is on May 21st. This will also be "a memorial for Craig Adamson" who died in a gas explosion. He was the Carey Airport Manager. Breakfast starts at 7 AM and goes until everyone is fed! Cost is \$5.00 for the "works". There will be the QRU Helicopter Life-Flight on display, several antique planes including a TravelAir, Stearman, and Beachcraft StaggerWing. Several homebuilts are flying in. Lots of fun on the grass. Camping is available for Friday and Saturday night: water and porta-potty available. For questions, contact Mike Kelsey-208-481-0999 or 208-823-4630.

Fun on the Grass

Craig Adamson Memorial Fly in and
Carey Fire and Rescue 5th Annual Breakfast



Come Join us for Breakfast and fun
Carey Airport (U65) Carey Idaho

May 21st

7:00 AM until the last pilot is fed

For more information contact

Paul Olsen 208-309-2181 Richard Kimball 208-720-2076

Mike Kelsey 208-481-0999 Bob Simpson 208-309-0319

PLEASE
ATTENTION - NOTICE !!!!

We still need a "Volunteer Door Greeter" at our meetings. Please consider helping us by becoming involved with your chapter and giving back a little time. Call Natalie or Pete if you have questions. Volunteers are ALWAYS appreciated!!

NEWS YOU CAN USE

If you have not paid, the 2011 Membership Dues are now overdue. If you have not paid, please bring a check or cash for \$24.00 (exact change appreciated) to our next meeting or chapter activity. Or you can mail a check to Steven Anspach at 755 Tennis Court Drive, Ammon, ID 83406. If the information on the membership roster is incorrect, click on this link to update your information .
<http://eaa407.org/documents/application2.pdf>

Also, the Official EAA Calendars are reduced to \$6.00 each. If intested, they are available for purchase at club meetings or activities.

The INL has a network of weather reporting stations in East Idaho. This link gives an excellent view of the winds throughout our area:

<http://www.noaa.inel.gov/windv/windv.asp?WCI=Vector>

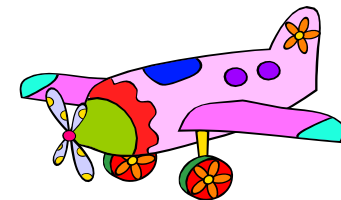
Learn about the history of aviation in the Pocatello Area. Read about it in "FROM JENNIES TO JETS". This book is available to our membership through the chapter for a \$2 donation. Check with Steve Anspach or Natalie about getting the book. Great Read!!!

Don't forget that May 21st is the special "INTERNATIONAL LEARN TO FLY DAY". No chapter events are planned, but if you have friends that would like to go up, why not take them for a ride.

Annual meeting of the IDAHO AVIATION ASSOCIATION will be in conjunction with the IDAHO TRADE SHOW on May 21st. The show is FREE for I.A.A. members. \$30 will get you a membership and pass into the trade show.

JUNE 16-19, 2011: SUPERCUB FLY-IN @ JOHNSON CREEK near Yellow Pine, Id. (3U2) Starts at 0700, Contact is Dave Kirsten, 209-747-1100

JUNE 18-19, 2011: Twin Bridges Father's Day Fly-In Starts 0900 at the Ruby Valley Aviation 751 - Twin Bridges, MT. This is a weekend packed with Young Eagle airplane rides, aerobatics, BBQ dinner, pancake breakfast, games for kids, games for pilots, and more.



NEWS (continued):

Saturday - June 11: "7th ANNUAL FLY-IN BREAKFAST" from 7 - noon at the Lewistown Airport (KLWT) in MONTANA. The event is held rain or shine! Young Eagle rides will be available for children 17 years and under. Visit the LWT Airport web site at www.lwtairport.com for more information and to see pictures of Warbirds, Antiques, Experimentals and Classics from previous fly-ins.

Also sharing this weekend at the airport is the annual Pioneer Power Days Steam Gas Tractor Show, complete with threshing and blacksmith demonstrations. There are several other events taking place in and around Lewistown the same weekend so please come join us for good times, good food and good friends!

Info: Jerry Moline 406-350-3264

Logan, Utah Breakfast!

FREE Breakfast, May 14th. Logan's Monthly Customer Appreciation Breakfast! Make it a point to fly down to Logan on the second Saturday of each month for a fantastic FREE breakfast! It happens from 8am - 10am and is absolutely awesome! The FBO also gives a fuel discount for fly-ins, but many people also drive in as well. Great times! See you there!



FAMILY FLYING

Larry Hobbs has shared his summer 2010 flying adventures with his grandson Cody:

I can't believe it took so long for summer to arrive and after it did, it seemed to just fly by (pun intended). I had a fantastic time flying with my grandson Cody. We started off in June, 2010, flying to Scappoose, Oregon (a little north of Portland) to an RV event. On the return trip, we had to duck into the John Day, Oregon Airport to avoid a thunder storm and ended up spending two nights at the FBO before we could return to Idaho Falls. We helped out our EAA Chapter 407 at the Idaho Falls Air Show on Saturday and Sunday morning; then at 5:00 AM, we set out for OSHKOSH for our "first ever" visit!!

Once there we meet up with a number of our friends and proceeded to have a exceedingly great week. On the return trip, we had a similar experience to John Day and had to alter our course and duck in to Hot Springs, South Dakota just minutes ahead of a nasty thunder storm. But this was only for one night.

Last year (2009), Cody and his family moved to Evanston from Pinedale, Wyoming and we have had a number of shuttle flights to and from so that he could accompany me for other flying events. In 2010, one event was our EAA 407 cook out at Henry's Lake Airport. A later event was our chapter's bi-annual Weenie Roast at Smith Prairie. Cody and I were the only ones to show up last fall, and we were greeted with a beautiful day, sunny, cool and no wind.

My grandson has been flying with me since he was 5 and he is now 11. I have introduced him (reluctantly) to stalls which now are cool, lazy eights which are now almost wing over's...and other assorted cool maneuvers, standard rate L-R 360 turns, turn to and roll out on heading. He is now just getting to where he reaches the rudder pedals and on the way to Smith Prairie, we started Dutch rolls and they are cool too. He can hold a course and altitude like a pro. Nothing like being a overly proud and biased grandfather, right ?til later, Larry





Larry and Cody eating lunch at Smith Prairie Airport during the annual Weenie Roast

IDAHO DIVISION OF AERONAUTICS

Hi Everyone,

I'll make this short: I wanted to thank everyone for their tremendous support of the recent issue of the "Rudder Flutter". I have received some very enthusiastic and extremely positive comments on this latest issue, and it is all due to your support. I received some great articles and the best part: it was your Rudder Flutter with stories about you. Thank you for your contributions.

Now that the Rudder Flutter is on the street, it is time to start working on the next issue. Please send me your articles

about your organizations, your airport, your activities, awards, humanitarian efforts, whatever you think your fellow aviators would like to hear about. If you have something you would like to put out, but don't feel comfortable with your writing skills, send an outline or rough draft, and I will write it for you. Please forward your articles (including pictures) to me by April 18. And, again, thanks for your support. I look forward to hearing from you.

Another item: Aviation Career Exploration (ACE) Academy is being held in Boise at the Division of Aeronautics, June 20-22. ACE Academy is a three-day introduction to aviation careers for Idaho high school students, ages 14-18. The program has been conducted for over 20 years and gives students the opportunity to experience aviation through tours, simulators and a flight. The students will have an opportunity to meet and talk to aviation professionals from various career fields one-on-one. Throughout the years, this program has proven to be the high point of every student's summer activities.

Please pass the attached registration form to FBOs, schools, churches and any student you think would like to learn more about a career in aviation. Encourage them to take advantage of this great op-

portunity and not miss out on some very exciting summer fun.

Lastly, the Division of Aeronautics is sponsoring three Teacher Aviation Workshops this summer at Sandpoint, Caldwell and Idaho Falls. The workshops demonstrate the benefits and use of aviation subjects in the classroom in support of STEM curricula. Participants will be provided easy-to-use aviation activities and lesson plans that can be taken directly from the workshop to the classroom. All activities and lesson plans are aligned with the 2011 National and Idaho State Academic Standards, and not only support STEM, but also support social studies and language arts. Participants can earn college credit through Northwest Nazarene University (NNU) for successfully completing a workshop.

Please circulate the attached handout among your friends, schools, churches and encourage teachers not to miss this exciting and fun-filled workshop.

If you have any questions about any of these topics, please don't hesitate to contact me. Thanks and...fly safe...fly smart. Frank W. Lester, Jr.

Safety/Education Coordinator
Idaho Division of Aeronautics
208-334-8780 (Work)
208-860-6492 (Cell)
208-334-8789 (Fax)





Aviation Career **E**xploration **ACCADEMY**

June 20–22, 2011



Sponsored By:



Idaho Ninety-Nines Lynn Clark Memorial

APPLICATION FOR 2010 ACE ACADEMY

JUNE 20-22, 2011

PLEASE PRINT OR TYPE

Name: _____ Preferred name for nametag: _____
Address: _____ Gender: M / F T-Shirt Size: _____
City: _____ State: _____ Birthdate: _____
Zip: _____ In June 2011, my age will be: _____
Have you ever flown in a small aircraft? ☐ Yes ☐ No My grade level will be: _____

Name of school: _____
Parent/guardian: _____ Parent/guardian: _____
Contact Phone #: _____ Contact Phone #: _____
Work Phone #: _____ Work Phone #: _____
Email: _____ Email: _____

Will you need a host family? ☐ Yes ☐ No Emergency Contact: _____
Would your family be willing to host a student? ☐ Yes ☐ No Emergency Phone #: _____

Remarks: _____

Tuition: \$60 - DUE UPON NOTIFICATION OF SELECTION TO ATTEND.

Please Do Not Include A Check Or Money Order With This Application.

Please complete the application and provide the following items:

- 1) One-page essay on why you want to attend the ACE Academy, including your aviation or other career goals.
- 2) One-page Letter of Recommendation from a teacher, who is not a family member.
- 3) One-page Letter of Recommendation from someone other than a teacher or family member.

— APPLICATION CONTINUED ON BACK —

THE FOLLOWING MUST BE COMPLETED TO BE CONSIDERED FOR THE ACE ACADEMY

The undersigned parents or guardians and participants agree as follows:

RELEASE AND INDEMNITY AGREEMENT

- a) Permission for my teenage child to attend and participate in all ACE Academy activities, without restriction, is hereby granted. **I understand my child will receive an aircraft and/or a balloon ride from a volunteer pilot who is not in the employment of the Division of Aeronautics.**
- b) It is agreed, on behalf of me and my personal representative, assigns, heirs and next of kin to discharge and not sue the Idaho Division of Aeronautics, Federal Aviation Administration and its divisions, and any of their officers, directors, agents, employees, volunteer workers or co-sponsors of the activity ("released parties") for any loss or damage which may result from injury or death to any participant or property damage, including any loss, damage or costs resulting directly or indirectly from the released parties' negligence, while the participant is involved in the ACE Academy.
- c) We agree to indemnify and hold harmless each of the released parties for any loss, damage, or costs they may incur, and for any liability that they may have to any other party, as a result of the participant's activities in the ACE Academy, including any loss, damage or costs resulting directly or indirectly from the released parties' negligence.

PERMISSION FOR MEDICAL TREATMENT

I believe my child is physically and mentally capable of participating in all aspects of the ACE Academy. It is my duty to consult a physician to get approval if my child had or now has an injury or illness that would limit or prohibit such activities. I hereby grant permission to take my child to any appropriate medical facility for emergency treatment.

Allergies/Medical Conditions: _____

CONSENT FOR PROMOTION

We hereby grant permission to photograph and/or interview participant for promotional purposes.

The undersigned hereby agree to follow the rules of conduct established for the ACE Academy. We have read this entire document and fully understand each term and condition set forth above.

Signature of participant: _____ Date: _____

Signature of parent/guardian: _____ Date: _____

Signature of parent/guardian: _____ Date: _____

Is applicant covered by health insurance? ☐ Yes ☐ No

Name of insurance company: _____

Policy #: _____

Group #: _____

Remarks: _____

Return Completed Application To:

IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER ST.
BOISE, ID 83705



DRIGG's First Saturday "LUNCH" on APRIL 2nd, 2011

We had a small turn-out...but a fantastic lunch at the Warbirds Restaurant, lots of stories, and then Jim Jackson took us into the museum where he had staged the airplane "BushCaddy".

Mr. Stearns (EAA member) of Wilson, Wy., was a WWII B-17 pilot with 26 missions before being shot down over Germany, then becoming a POW. I met him by luck.

He heard of my building airplane skills & wanted my help finishing his LSA "BushCaddy". During those 3 years working together, I learned a lot about his life. At 90 yrs. old, he actually flew this completed airplane on seaplane floats last summer in Sask., Canada. He had built a cabin there with only a chain saw 30 yrs. ago. He & his wife Dottie stay there every summer by themselves for 3 months with no running water or electric. As I said, he is a special person. It would be great to have him come to our chapter meeting and talk to us about his war history and flying.

.....Jim Jackson



IT'S THE PRESIDENT'S TURN:

I don't know about you, but I am beginning to wonder if spring will ever come. I guess we should not complain. Island Park and Yellowstone still has 5+ feet of snow.

I was watching the weather channel: New York City has had only 6 days of sunshine since January 1st. I'll take the wind with the little bit of sun we have here. Then there is the crazy weather across the country like what happened at "Sun and Fun". I was so grateful that Tom and Larry avoided that tragedy and were safe. Terry and my heart goes out to all those who lost airplanes, especially Tony Spicer.

It's so easy to get spring fever and side-step safety like wanting to get your airplane out of the hanger and up in the sky. I remember when I started flying with Terry years ago that we discussed "spring flying" and all the quick changes that can happen to put a pilot in jeopardy. Thank goodness we now have digital weather reports that add to our flying safety. So with a little wisdom and patience, we should still be safe and make it 'til the warm sunny days of spring arrive. Happy Flying!

.....Natalie



NEXT MEETING

Our next chapter meeting will be on May 14th and will be held at the Pocatello Airport at the ISU Airplane Maintenance Hangar.

This is going to be fun!!!a great evening with a "HANDS-ON TOOL WORKSHOP" including things like riveting, etc...what a great way to dive in and work on the planes, and increase your knowledge about planes and building and repairing.

"Refreshments by Liz" will be available - call her if you can help.
208-874-2211



IN-FLIGHT REFUELING by FRANK WARD (as told by Dale Cresap)



Note: Frank was our guest speaker at the EAA407 March meeting)

Frank Ward graduated from the Air Force Academy in Colorado Springs and went on to fly a KC-135 refueling tanker after training at Beale and Castle. His mission was to refuel the SR-71 Blackbird. This takes place at 27,000 ft and 320 knots. The SR-71 descends for fuel and climbs back up to altitude.

Frank pointed out that refueling provides the US and Air Force with global reach as opposed to local operations. The fuel transferred at up to 12,000 pounds per minute, so both planes were changing weight at this rate. They gained speed together during the transfer of 90,000 pounds which took about 15 minutes. I asked about the difficulty of this. Frank

said it was more complex than that because of the need to manage the center of gravity at all times during the transfer.

This takes about 150 miles. There used to be a refueling track over I-15 which is why you occasionally heard sonic booms in Idaho Falls back in the older days. The tanker has a crew of 4. The pilot flies the plane and the first officer manages the fuel transfer. The navigator directs them to the right place and time and the boomer flies the boom. It is important to be at the right place on time for refueling or the SR-71 gets wet.

Frank had a varied career being stationed in Okinawa, England, Fairbanks, Spain, and Thailand, among other places. Some missions were off the coast of Vietnam. The tanker had no defenses except falling out of the sky at 20,000 fpm or more.

The logistics and planning for this whole operation were enormous. A really long range SR-71 mission can take 27 tankers. The tankers can transfer fuel from their tank for their own use. They can run on JP-7 [SR-71 fuel] but not start on it. There are several versions of the tanker - KC, RC, EC and some are able to be refueled themselves but not others. Frank told a story of one complicated mission involving all three types that refueled other planes and each other. This wasn't a matter of perpetual motion because they were burning a lot of fuel, but it did remind me about a logic problem from childhood and I couldn't solve that one either.

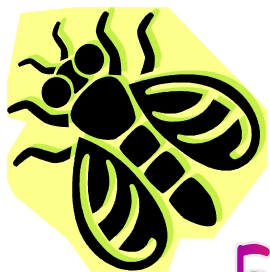
A plane this size can take off at a heavier weight than it can land, which works great if you burn enough fuel after takeoff to make the difference, but is a problem if you have to land right away. Frank had to do this several times, once over the Salt Lake

due to an engine fire, and twice in Europe for **landing gear problems**. It is easy to jettison fuel. You just transfer it out the boom with no one attached to receive it. These three incidents alone represent more fuel than the average person will use in a lifetime.

Frank gives a fascinating presentation followed by a lively question period. I've worked with Frank off and on for 33 years and I am pleased to finally hear his story. Truly he has served his country in an amazing capacity.

ONLY 93
DAY LEFT
UNTIL
OSHKOSH
STARTS.





Fly Market

For Sale: VariEze N98EJ - S/N 953
\$21,500.00. Estate of John L. Bakken
(builder, ISU Instructor A & P, IA, DME,
EAA Tech Counselor). 690# empty, 1110#
gross. Located at PIH. Always hangered.
Complete logs. Continental O-200A, S/N
69598-8-A. Ted Hendrickson wood M/N
568-6792 Propeller. X-Ponder King KT-78
Transponder. Nav-Com KX 125 Navigation.
EGT, CHT Analyzer Terra II. KS Avionics.
17 Gallon Fuel Capacity. Manual prop start.
Condition inspection last performed on June
1, 2009. TT 274.9, Engine. TSMOH:
86.9. To sell "as is, where is".
Contact : Sandy Bakken, Owner, 208-238-
0754, Pocatello, ID.



For Sale: 1997 Rans S-7, 760
hours. 760 ValCom radio, Electric trim tab
on elevator, upgraded gear legs and dual
brake calipers, 80 hp Rotax 912 UL engine
with 2-blade warp drive prop, extended bag-
gage box, fabric and paint in good condition.
Price: \$38500.00. Call Larry Boam: 754-
4352 (H) or 521-0679 (Cell)



RANS S-7

Please share the
newsletter with your
spouse, your family,
and your flying
friends!!

NOTICE

Please send any ads for planes, parts,
or services to carjanst@gmail.com.
I will be glad to run your ad for you.

Also, if you have a business card for
your business and would like me to
scan it into the newsletter, please
mail a card to Carol at:
438 I Street
Idaho Falls, Idaho 83402

PERSONAL
MINIMUMS
by
Jim Wolper



People have thrown the phrase "personal mini-
mums" around for a long time, but I think
there's been something missing from the dis-
cussion. And while I am writing this for Sport
Pilots, it really applies to every pilot.

The safety gurus try to make the "personal
minimum" decision sound easy, but I've never
found it that clear cut. A few years ago, I
was flying some very nicely equipped King Airs,
took annual simulator training, and had to take

a semi-annual instrument check. If it was legal, I could handle it. Well, at least "legal" in the King Air.

One winter afternoon, I took off in my Taylorcraft and headed west across the desert. It was VFR but the white sky and snowy ground meant that there was no visible horizon. The T-Craft had a venture-driven turn needle that seemed to work best on hot days, so my instrument proficiency was of absolutely no use. I turned around and landed. In other words, a pilot who was IFR proficient below 1/2 mile visibility cancelled a flight because it wasn't good enough VFR. It takes two to tango.

FAR 61.315 spells out sport pilot privileges and limitations. These seem pretty clear-cut: no night flight, no flight above 10,000 feet MSL except within 2,000 feet of the surface, no flight with less than 3 miles flight or surface visibility. The last one means no Special VFR, and no taking "advantage" of the reduced visibility required by FAR91.155 for Day VFR in Class G airspace. (This so-called advantage is the classic example of something that is legal but not safe.)

Furthermore, a Sport Pilot must maintain ground contact. A Private Pilot may legally fly above an overcast, and sometimes this can be safe. Sometimes. But a Sport Pilot may never do this. The reason Sport Pilots have these limitations is because they are not required to have instrument training while Pri-

vate Pilots must have three hours of "hood" time. It always seems a shame to put someone under the hood on a pretty day, but still I make my Private Pilot students fly to the practice area and back under the hood, and they also spend some cross-country time unable to watch our lovely scenery go by.

Even if you are a private pilot, you are limited to these conditions if you have limited yourself to Sport Pilot privileges by using your driver's license as your medical.

So what's the problem? The problem is that there's no mention of the forecasts.

I've visited a few EAA chapters recently and I have heard a lot of talk about Oshkosh. Some of it has come from me, because the last time I made it to Oshkosh was before my teenagers were born, and it's long past time to go again. As I think fondly of the great people I met there and the wonderful things I saw and learned, I can't help but recall that every time I have gone to Oshkosh, it's been IFR. I think one time, the visibility was 2 miles but never 3 while I was flying. If you get a standard briefing, then you'll get a NOTAM for IFR conditions. Pay attention.

Enroute, it may not have been IFR but VFR flight was a lot more comfortable above the convective layer. If there are scattered cumulus, then it's OK for a Sport Pilot to be "on top", but when the clouds are broken, being on top is questionable. And when the clouds are overcast it's illegal. The Area

Forecast should give you some information about the cloud tops.

Any trip east from my home airport involves lots of mountain flying. There is a route from home to Oshkosh that stays below 10,000 feet MSL, but there are lots of wind conditions that make 2,000 feet above the ground too low for my taste: think about the Steve Fossett accident. And more than once, I've found the valley

I intended to fly through blocked by rain or snow. "Sometimes you just have to fly toward the blue sky," but what if that means climbing above 10,000 MSL? Can your airplane do it? Can you do it, legally?

So you really have to pay attention when you see those little hints like "VCSH" in the TAF. (That means showers in the vicinity.)

The missing piece of the personal minimum decision comes from understanding the forecasts. TV weather is fine for a local flight, but when you set off on that loooooong cross-country, you really need to understand the forecasts.

Your ability to obtain, read, and interpret a forecast becomes part of your "personal minimums." If you can't understand the forecast then you probably shouldn't go.

Any pilot who intends to fly any serious cross-country really needs to practice with TAFs and Area Forecasts.

.....Jim Wolper

Windy Ridge by Dale Cresap

January 21, 2011



I like cross country skiing and for more than a year have wanted to ski the Windy Ridge loop north of Kelly Canyon. I skied parts of it before, not realizing how the loop connected. It is in a snowmobile area, 6 miles around and 4 miles from the parking area. I don't want to break trail for this distance, so I will wait for the snowmobiles or grooming machine to pack the trail. I check out this unfamiliar remote area by aerial reconnaissance with Errol and with Larry, and the terrain looks fairly flat. I go on Google earth for a map as well. On my first attempt at the full loop, the snowmobile tracks I followed turned off on a bypass so I followed them back to the main road. On the second attempt, the grooming machine had been around the loop, with an inch or two of fresh snow since then, so conditions were perfect. It is calm and slightly cloudy at 20 to 25 F, perfect for a sweater and windbreaker and I shed my warm hat while going uphill. I get to the loop junction in just over an hour and do the loop in an hour and a half. I hear snowmobiles in the

distance but only see one, and many moose tracks but only see three of them on the remote regions of the loop and don't have close encounters with either. In all, this is a delightful experience of solitude and serenity, and takes about 3.5 hours for the full 14 miles.

Additional Notes: January 22, 2011, I went flying with Jim Wolper today as his safety pilot. This is a last minute deal and I have to rearrange some other commitments, but it works out to meet halfway at Blackfoot at 3:00. I arrive a little early when Jim calls to say the Cherokee six won't start, so he will have to fly the Archer, like a rich guy deciding what plane to fly today.

I drop in on Richard Neves and chat with him and some of his students until I hear Jim announcing on the radio so I go to meet him. He is very cheerful to get some 'flight therapy' and eager to try his new GPS, programming it while we wait to take off. The sun is straight ahead and causes Jim problems with the glare and with his foggles. These are problems that don't occur in real instrument conditions.

The first approach is an ILS at PIH. Tower asks if he has the current information after he already told them we did in his first call. This is routine anymore.

Is there a problem with the localizer and glide slope? The needles seem stuck in the middle. I accuse Jim of having done this before and he says the Archer is an easy instrument platform, but not as easy as a King Air. He elects to touch and go; the first time I have seen this done to finish an instrument approach. Jim gives a running narrative on his actions, probably from his background as an instructor.

We nearly fly to American Falls and turn back in, making an approach that does not seem to be designed to be followed by a landing. Then back to UO2 for a GPS approach. On the way, Jim flies some VFR, and we divert under a small cloud to prove a point...but the outcome is indecisive. We are set up for a straight in, but Jim decides to fly the pattern instead.

Richard Neves waits for takeoff with a student while we go around. By now it is a little bumpy with a crosswind, but Jim 'chirps it on' and we retire to the lounge for snacks and conversation. Richard comes back in the 150 and makes a good landing himself. After chatting with the new owners of the 150 we all get out of the wind in Richards's hangar for some more hangar flying. I'm glad I was able to take part in this adventure.

...Dale

**THE MUNDELEIN HIGH SCHOOL
AIRPLANE FACTORY
(1980-2002)**

***HOW IT ALL STARTED
by JIM JACKSON***

I dreamed of flying as young boy. I built model airplanes & played around the house pretending to be the pilot of those little birds. No one in my family flew the 'real' thing. There was no one to relate these childhood visions to. As time went on in life, I let the idea of flying go to the back burner.

Life led me to a position in a teaching career that I would have never have dreamed of as a youth. I was a successful collegiate gymnast and after graduation, there was a high school coaching position available in a small town in northern Illinois. "Mundelein" was a laid back farming and industrial community of 5000 people. There were farm fields on three sides of the school. The environment really appealed to me.

During my first years of teaching vocational education, I noticed that many of the high school kids were 'troubled' within the school system. Taking 'shop' classes appealed to many of these teen agers, but I could see that many were unhappy with the classes offered. I thought that something with all the academic disci-

plines (math, science, english, etc) would make a challenging course, something totally different from what they were exposed to.

It was a student in my woodshop class that had a 'Sport Aviation' Magazine who turned me on to building real airplanes. He and his father were building an experimental aircraft called the Soneri. I was invited to their home to witness the construction. How cool was this! My obvious thought was the advantage of building my own airplane. With a family and restricted finances, my dream of flying might be accomplished. It would be much cheaper to take flying lessons in my own project rather than renting one.

My woodshop student, Bob Lotter, told me about the Experimental Aircraft Association. It was an organization composed of aviation enthusiasts; some had even built or were building their own airplanes. This was too good to be true. I became a member in 1970.

That was the first year the international convention was in Oshkosh, Wisconsin. I went there for a week on a motorcycle with a tent, notebook & camera. My favorite war plane was the famous P-51 mustang. It was fast and looked beautiful in the air. Obviously, a full size project was out of the question, so I thought

"why not make it smaller by using a proven home built airframe design to work off of". I chose the wood, foam and fiberglass combinations from the 1970's Ken Rand KR-1 experimental design. He used the VW 1600 c.c. car engine. Sounded like a logical idea to work with.

That project took five years to finish. It looked amazingly similar to the real one with a belly air scoop, sliding canopy, retractable landing gear, a four blade propeller and a military WWII paint job. I remember driving it down the neighborhood street one day with the wings off to test its ground handling characteristics. People that were outside grabbed their kids and ran to their homes. They must have thought the man coming down the street was crazy.

The airplane was finally ready for its maiden flight in 1975, but who was going to test fly it. I still didn't have the pilot license 'ticket' yet. Little did I know, but alumnus M.H.S. student Bob (the wood shop student) was now a pilot and flying a 'Pitts Special' biplane. He offered to check out my little bird at the local Grayslake Airport. It was a perfect place to fly with a 3000 foot asphalt runway and farmland around, just in case an emergency landing was needed. Could this homemade project really fly?

The family and I left our home on a fall Saturday morning towing the P-51 backwards with the wings inside the station wagon. With a small ground crew comprised of my fellow shop teachers, we attached the wings. Along comes Bob in his old VW beetle. I briefed him about making a couple of slow taxiing runs before he attempted a possible take off and when ready, stay over the airport. The cockpit was so small he couldn't put on an old sky diving parachute I had. We tried a football helmet on him for safety purposes but it hindered his head room so he threw it out at the small audience at hand.

We had no radios to communicate with him. On his first supposed ground taxi, he immediately gave the little engine full power and took off. For the first time in my life, I became sick to my stomach with the thought that I virtually had someone's future at risk. Bob shocked all of us by flying away from the airport to where we couldn't even hear the engine noise. Ten minutes later we hear the faint and reassuring sound of the mighty mustang. To top it all, he does three victory barrel rolls over us.

Bob lands the experimental, taxis over to our cars, shuts down the power plant and walks over. He says, "Mr. Jackson, It's a little tail heavy so you'll have to

move the engine forward 'oh' about 5 inches to compensate for that." While I'm still in shock, Bob Lotter drives away in his 'bug' with black smoke emerging from the tailpipe. I later learned he became an aeronautical engineer and helped on designing landing gear for Boeing Aircraft in Seattle, Washington.

This whole experience of building an airplane at home prompted me to think about my learning experiences and the life long skills I had developed. I thought this concept could potentially be incorporated into a vocational education program. It could be exactly what kids might like, something totally different from the rest of the school curriculum.

The original idea of building a real flying airplane with kids took two years to develop with the school administration and was eventually approved by the board of education. I was given the O.K. but had to cover a curriculum development, all material expenses, and legal problems, find a sponsor to pay for everything, and get enough students for a one hour class that would meet five days a week.

It was a childhood dream that fostered into something I could not have ever imagined. The first year I was very happy to have 14 students. As the years continued, the program grew to a full time aviation teaching environment for me with a ground

school, an advanced aviation technical course and college accreditation awarded for all the courses offered. Five experimental airplanes were built, successfully test flown by myself and released to their owners before my retirement in 2002. Each project is another story as interesting as the above story. As examples, one was built for the National Science Foundation to be used for glacial study research. Another made a record breaking flight beyond the Arctic Circle and back with me and an alumnus student. The last airplane was built with the intention of flying it to the North Pole and an actual flight in a Cessna 182 with a former student was accomplished to investigate & record a safe flight route. This ongoing story could be used in the 407 Chapter's "Riveting News" Newsletter.

Anyway, I want to thank the EAA Chapter 407 members and board for all the hard work contributed to make the chapter a success. It is difficult to have such a good following in this geographic area, with the long winters and the uncertain mountain weather that develops, especially when fly-ins are planned. I'm very proud to be a new member of your chapter. Thank god for E.A.A.

Happy Flying,Jim Jackson Sr.

Aviation Education Services Inc.

Driggs Reed Memorial Airport, Driggs, ID

James K. Jackson Sr.,
President
208-456-8010
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MORE NEWS YOU CAN USE

JULY 9, 2011: Three Forks, Montana Big Sky Air Race presents "Racing in the Rockies". A sanctioned event by "Sport Air Racing League (SARL)". This will be an open course; 125 NM race consisting of several turn points. Race aircraft will be started in a fastest-first order to avoid passing. The course starts and ends at Three Forks. This event includes a fly-in; with food, music and lots of events for everyone to enjoy. Entry fee: \$20 (SARL members) and \$30 (non-SARL members but includes provisional membership). EMAIL TO: pilots@bigskyairrace.com

LOCAL AFTON, WY. EVENT

JULY 16, 2011: Flying Kids @ The Afton Airport. Mark Heiner of the Afton Airport has requested Young Eagle flights for his "Airport Day" on July 16 [Saturday]. There is no chapter rally, but we are spreading the word for chapter members who would like to go over on their own &

fly kids. Please consider getting over there. Take release forms to fill out and mail in to EAA Hqtrs. Call Dale Cresap at 520-8631 if you can go.



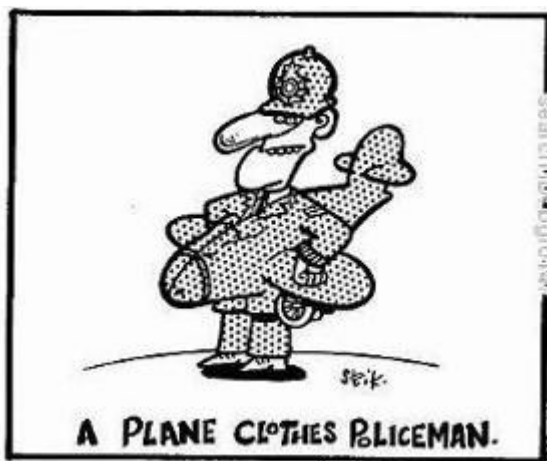
75 DAYS TO THE BIG: ARLINGTON FLY-IN IN WASHINGTON

MORE UPCOMING EVENTS POSTED FROM IDAHO AVIATION ASSOC.

May 7th - Weiser Fly-in Breakfast.
August 13th - "6th Annual Wings Over Sandpoint Fly-in."

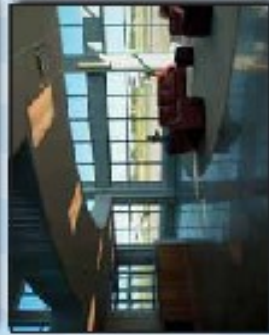
Call for information:

Jan Lee 208.255.9954 or
Jan@SandpointInspection.com



TRADE SHOW!

Aviation IDAHO



**2 iPad giveaways
for IAA members!**

MAY 20-21, 2011

Trade Show tickets:
FREE for IAA members
Saturday dinner tickets:
\$30 for all

**Idaho Aviation Trade Show and Annual Meeting
of the Idaho Aviation Association at the
Aero Mark XL Hangar at Idaho Falls Airport (KIDA)**

- May 20: 1 p.m. - 9 p.m.
- May 21: 8 a.m. - 10 p.m.
- Mountain/Canyon Flying Seminars and Discussions (WINGS Credit)
- Indoor Vendor Booths and Show Planes
- Social and Dinner Events (No Host Bar)
- Guest Speakers
- TWO iPad Giveaways for IAA Members
- Safety Seminars
- Hangar Flying and Fun!

DON'T MISS IT!

Visit www.idahoaviation.com for more
information and schedule of events!

VENDORS CONTACT AERO MARK INC. • BOB, THOMAS OR KAREN • TEL. 208-524-1202 • INFO@AEROMARK.COM



Idaho Aviation Trade Show Agenda

Friday, May 20, 2011		
Time	Event	Location
1:00 p.m. - 6:00 p.m.	TRADE SHOW - Vendor Booths	XL Hangar
6:00 p.m. - 7:00 p.m.	Social Hour - No Host Bar	XL Hangar
7:00 p.m. - 9:00 p.m.	TRADE SHOW - Vendor Booths	XL Hangar
Saturday, May 21, 2011		
Time	Event	Location
8:00 a.m. - 8:30 a.m.	Registration, Coffee and Refreshments	XL Hangar
8:30 a.m. - 9:00 a.m.	Welcome and Opening	XL Hangar
9:00 a.m. - 6:00 p.m.	TRADE SHOW - Vendor Booths	XL Hangar
9:00 a.m. - 11:00 a.m.	Mountain/Canyon Flying Workshop: Preparing the Pilot, Density Altitude - Lori MacNichol (WINGS Credit)	Hangar A
11:00 a.m. - 12:00 p.m.	Mountain Flying Panel Discussion	Hangar A
9:00 a.m. - 10:00 a.m.	Flying with the iPad - Missa Hart	Hangar B
10:00 a.m. - 12:00 p.m.	WINGS Safety Seminar - Frank Leske, Idaho Division of Aeronautics	Hangar B
12:00 p.m. - 1:00 p.m.	Luncheon Speaker - Abandoned Airfields Roger Sorenson	XL Hangar
1:00 p.m. - 2:00 p.m.	Idaho Aviation Association Annual Meeting	XL Hangar
2:00 p.m. - 4:00 p.m.	Mountain/Canyon Flying Workshop: Flying the Approach - Confined Areas - Lori MacNichol (WINGS Credit)	Hangar A
4:00 p.m. - 6:00 p.m.	What's Up on the National Scene: Recreational Aviation Foundation	Hangar A
2:00 p.m. - 3:00 p.m.	Everything you wanted to know about ATC, but were afraid to ask (on frequency) - ATC Panel Discussion	Hangar B
3:00 p.m. - 4:00 p.m.	ATC - Combat Air Support for the Special Forces Beau Floyd	Hangar B
4:00 p.m. - 6:00 p.m.	TBD	Hangar B
6:00 p.m. - 8:00 p.m.	KEYNOTE PRESENTATION: B-17 Story - Ye Old Pub - Larry Chambers	XL Hangar
6:00 p.m. - 7:00 p.m.	Social Hour - No Host Bar Kevin Young Jazz Quartet	XL Hangar
7:00 p.m. - 10:00 p.m.	TRADE SHOW DINNER (\$30)	XL Hangar
7:00 p.m. - 10:00 p.m.	TRADE SHOW - Vendor Booths	XL Hangar