



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

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Natalie Bergevin (C)	681-1411
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Secretary: Kenny Smith	705-4500
Treasurer: Steve Anspach	313-0770
Asst. Treasurer: Austin Moses	684-3922
Newsletter Ed.: Carol Strong	529-1608
Librarian: Paul Tremblay	522-9930
Young Eagles Coordinator: Dale Cresap	529-0377
Correspondence: Ellie Wolper	221-6284
Web Master: Tom Strong	529-1608
Sport Pilot Liaison: Vacant	-----
Chapter Website: http://www.eaa407.org	

Where We Meet

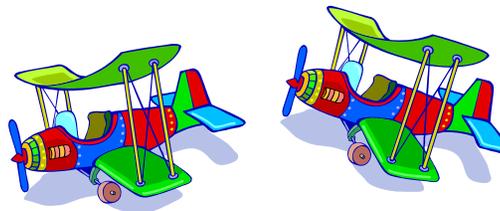
We rotate between the ISU hanger at Pocatello Airport, Aeromark at Idaho Falls Airport, & Blackfoot FBO on the 3rd Saturday of the month at 6pm from September through May. No meetings during June, July, or August - but we do have fun activities going on...so check out our schedule!

MARK YOUR CALENDAR NOW

February 5th - 1st Saturday Breakfast. We will kick off February with our breakfast at The Homestead Restaurant in Blackfoot. This is always a good activity with a great turnout, lots of food and friendship. Starts at 9:00 AM. Drive or fly - let us know if you need a ride from the airport.

March 12th - 1st Saturday Breakfast on the 2nd Saturday! Let's fly to Twin Falls for a great breakfast at the airport restaurant. Call Tom Strong for questions at 529-1608. We will meet there by 9:30.

April 2nd - Lunch at the Drigg's Airport "Warbirds Café". They open at 11:00 AM and serve a great lunch. Why not consider flying (or driving) over for a get together with your fellow chapter members. They serve great food!



PRESIDENT'S MESSAGE:

Hi Everyone,
Here we go with another New Year! I am humbled by your confidence in me to serve another two years. I just know that we will have a great year.

We have received news that we can sponsor the Gooding Young Eagles Fly-in this year! And we are already planning our Chapter Campouts for the spring and summer. The Pocatello Airport wants our chapter to return for their annual open house. In the works are some fun breakfasts and we hope you have suggestions for places to go to eat! Let us know! Don't forget Oshkosh, Copperstate, Arlington, Sun & Fun, and more for flying opportunities.

We have new members in our chapter so please help them feel welcome and part of our friendly group. And please encourage your flying friends to come join our chapter.

Be careful flying because the weather is tricky right now - so fly safe. See you at Blackfoot for breakfast.

.....Natalie

NOTICE TO ALL MEMBERS

Let us all remember that we are a group that shares, supports, and helps each other. Chapter jobs should not default to just a few, but be shared by all. Everyone needs to consider taking a turn to give back to the chapter.

We ask that you or your spouse would consider volunteering for a chapter position or activity.

Won't you please consider giving some of your time to help the chapter by volunteering for one of the needed activities? It would be appreciated.

.....Carol, Newsletter Editor



RIDING
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A
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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!!

I see a 1946 Piper Cub for sale in Black-foot, and take a look but there is no chance to fly it. Later I see the same plane at the Hamilton fly-in. Clark bought it and Lewis Hart gives dual in the same plane: 1946 J3C65 upgraded to 75 hp. No electrical system, so hand-prop to start. Instruments = airspeed, altimeter, tach, oil temp and pressure. Not even a ball to center. I arrange to fly with Lewis at Rexburg to get a logbook entry. I arrive 15 minutes early to find Lewis trying to get the intercom to

work. The Lightspeed headsets are the only new thing on the plane. Who will sit in front? Neither one of us cares, and Lewis finally decides I will sit in back. Yoga helps to get in. I leave my knee notepad behind, no room for it. Close quarters - my big shoes get in the way. I hold the heel brakes while Lewis hand props, and it starts on the first pull. Taxi is tricky with brakes and no visibility. Stick forward for takeoff, the tail comes up and away we go, sooner and slower than I expected. Climb at 60

and head NW for turns, stalls [at 42], stick forward before power back in, then some steep turns. The stick pressures are higher than I expected for this light airplane. Trim requires a lot of cranking. Back to airport where Lewis likes crisp pattern turns. No flaps, so I slip as necessary, approaching at 60, and keep flaring to make the tail touch first. Rudder is quick and sharp, and I make small quick corrections. Three landings, the second one is a 'firm' drop in - no problem for the sturdy, forgiving gear. 0.6 hours and I got my \$80 worth in this classic aviation icon.

.....Dale

FLYING IN CHILE BY JIM WOLPER



Flying is like the rest of life in that persistence and patience pay. Remember the last couple of days before your first solo? If you were like me, you were impatient to reach that goal, so you kept on trying and trying and trying until it all came together. The rest of ones' flying career follows that pattern. Keep trying and trying and trying and it all comes together and something wonderful happens.

Last December, I visited Chile on mathematical business. Mathematics is a wonderful thing (really!), but so is flying. Before leaving, I had called a guy who called a guy who called a guy who might have know a guy whom I could fly with while there, but that didn't work out. The first few days there, the weather was terrible, and the mathematical conference was excellent, so while I was disappointed about the flying, the trip was more than worth it. One lunch break, I walked 3 miles to the local airport, Pucon, but there wasn't much activity. School was getting out, and I walked with a lot of high-spirited Chilean kids headed home for the day.

But I kept thinking about flying. I called another guy, but he didn't speak English, and my Spanish wasn't good enough. A Chilean friend offered to call for me, and got the number of a guy who spoke English, who called a guy whom I could fly with! He was based at Temuco, my departure airport, so the plan came together: my last day in Chile, I would make a one hour flight with Brian out of Temuco in a Cessna 172XP, followed by the first leg home on LAN, Chile's Airbus 318.

In the USA, we are so focused on GPS and IFR that it almost sounds like an insult to call someone a VFR pilot. But it's a compliment - think of Duane Cole, who flew his clipped-wing Taylorcraft all over the country, VFR only, and never missed a show

(although sometimes he departed a day early). That's what Brian is - a highly-skilled VFR pilot who seems to know the whole country of Chile in detail, from flying to visit his cattle ranches.

Brian raises an Angus-Hereford mix, and like his cattle, I'm a hybrid. IFR and VFR are like my twins (that I love equally for different reasons). I had IFR charts which the Chilean government posts online, and as we discussed where to fly, I was looking at the chart and thinking "120 radial for 42NM", but that was not necessary. Brian knew the way. (The 30 mile visibility was helpful, too!)

The Chilean government has lots more information online, including an equivalent of FlightAware and facsimiles of filed flight plans. The "vicinity chart" for Pucon showing the lake and the volcano, indicating right traffic for runway 27, was especially pretty.

Brian's niece had recently married a guy from the USA and he asked if they could ride along. Of course! Empty seats on a sightseeing flight ought to be a crime!

Brian met me at my hotel in Temuco and drove us to the airport. He studied in New Zealand and his English is perfect and he told me about learning to fly from his father. We pulled the 172XP, registration CC-STE, out of the hangar. I sat in the right

seat, but Brian graciously let me do all the flying.

He looked out the window while I tried to follow the stupid 120 radial. After a couple of minutes, we could see the top of Villarica Volcano peeking out from above the scattered layer and I forgot about the radial and just headed there.

I don't think the airplane had Mode C, because Brian left the transponder on ON rather than ALT. This was good, because I was all screwed up on Chile's hemispherical rules. Here in the U.S., FAR 91.159 applies: eastbound cruise altitudes are 500 feet above an odd thousand, and westbound are 500 feet above an even thousand (at least between 3,000MSL and 18,000MSL). This doesn't make any sense in Chile, which is a long narrow country; you can't go very far to the east or west, so the hemispherical rules have northbound flights at odd thousands plus 500, and southbound flights at evens plus 500. We were headed south-east, so I chose 3,500 MSL, but it should have been 4,500 or 2,500.

No matter. Soon we were over higher terrain. Brian does sightseeing flights out of Pucon during the summer, so he guided me through the spectacular terrain. There were a couple of places that made me uncomfortable over Lake Caburgua, because there was really no place to land, but the risk/reward ratio was pretty low. Lake Caburgua is lined

with beautiful homes, many of which can only be reached by boat (I didn't think to ask about seaplane until just now; maybe I'll send him an email). We looked down into a couple of volcano craters.

The IFR charts don't show the large number of grass strips scattered through the countryside. Some of them were right next to spectacular fly-fishing streams. I would have loved to visit these mountain strips in my old Taylor Craft.

The tower spoke Spanish, although Brian says that they can speak English if they have to. I found them pretty easy to understand. There was no ATIS; tower or ground gave us the wind and weather and runway in use, and that part was all very familiar. There was no big red sign at the hold short point, but the hold short markings were the same. I could get used to flying there very quickly.

From a practical perspective, another country on my resume is some kind of asset, but that's not the point, is it? I met Brian, his wife, his niece and her husband, and some of the folks at the Aero Club. We all had a wonderful afternoon, flying in spectacular scenery on a beautiful day. What else could I ask for?

Oh, I know: can I have another try at that landing?

.....Jim



Flying in Chile



With Brian in Chile





EAA Chpt 407 Member Mike Marquette

Note: Article taken from the Idaho State Journal.

POCATELLO — A Chubbuck man believes an aviation club can fly here.

Mike Marquette, 63, a local pilot and flight instructor, said about 20 people came to a meeting Wednesday at the AvCenter at Pocatello Regional Airport.

He said the club is open to anyone interested in aviation —pilots, control tower operators, mechanics, students or anyone enthused by flying.

"We have a lot of talented AV people out here at the airport, but we are not connecting," Marquette said.

Marquette said there are a number of specialized aviation clubs in the area, but he

wanted to explore the interest level in a broader-based club. From Wednesday's turnout, it looks like the runway is clear.

"It is for anyone who has an aviation interest, people with curiosity or someone who likes flight simulations on your computer," he said. "They are more than welcome to join us ... We'll keep it very informal, no officers or dues at this point."

Tentatively, the club will be called Pocatello Aviation Group (PAG), Marquette said. The plan is to cover about two topics per meeting and try to keep things brief and entertaining.

Marquette earned a teaching degree at Idaho State University in 1970, but discovered that his planned career would not provide a desired income. He then spent 31 years working for UPS.

Around 1985, he learned to fly and continued to earn greater ratings and additional certificates. In recent years, he has been teaching others to be pilots.

"I love to teach and fly," he said. "I have been doing this for about two years and it is the best job I've ever had."

Marquette is hoping the club will be a place for members to share their knowledge with others while building camaraderie among

aviation fanciers in the area.

Meetings will be held the second Wednesday of each month at the Pocatello Regional Airport. Specific locations may vary to acquaint members with various aviation operations. For more information, contact Marquette at 339-0663.

WELCOME NEW MEMBERS

Lets give a hearty welcome to these new members and make them feel right at home:

Ron and Jane Reynolds

Kenny Hill

Nolan Getsinger

Don Gheen

Darin Dobbins

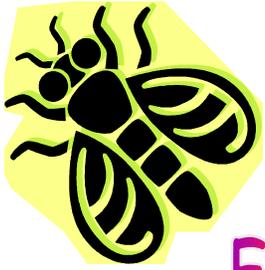
Delaine and Myra Bowen

Elizabeth Alstad

KC Armstrong

ONLY 174
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

For Sale:
 CHALLENGER I • \$8,000 • LIGHT-SPORT
 AIRCRAFT FOR SALE! • Challenger I, N#,
 ELSA, nice plane, 95 hours, will do fresh an-
 nual, doors, speed struts, fiberglass nose, 99
 kit, built 05, registered 07, 10 gallon
 fuel, 3gph burn, 447 engine, wood prop, fla-
 prons, BRS chute, elec. start, strobe,
 heater, hangered in Rigby Idaho, Stan Fenn,
 208 528 6433.



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

This is all News You Can Use!

- Austin Moses has been appointed as Assistant Treasurer for our chapter.
- A National Fund has been set up to help EAA Chapters. Pete Burgher, an EAA Chapter Member, has extended a challenge to all EAA chapters. He will match every dollar donated (up to \$100,000) to provide resources needed to support the EAA Chapters.
- Jim & Nanci Irwin of "AirCraft Spruce" donated the first

- \$50,000 toward this challenge.
- Our Chapter 407 voted at our last meeting in January to submit \$100 which will be matched by the Burgher Challenge.
- Linda Hales Tibbitts brought the 2 quilted hangings she made to be placed in the Blackfoot FBO.



Linda and Natalie with the 2 wall hangings donated by Linda.



- Pete Stewart (from the ISU Aircraft Maintenance Department) will have an "Information Tour" at the ISU Hangar for our next meeting, Saturday, February 19th, in Pocatello.
- New Member, Liz Alstad, has volunteered to be the Refreshment Committee Chairman for our monthly meetings. Please let Liz know if you can help her. Thanks Liz!
- Darold Dougal, retired Air Force mechanic, shared fun stories with us for the evening during our January meeting.



Darold talking to our Chapter

**NEXT MEETING:
FEBRUARY 19TH -
IN POCATELLO**

Pete Stewart (from the ISU Aircraft Maintenance Department) will have an "Information Tour" at the ISU Hangar for our next meeting, Saturday, February 19th, in Pocatello.

The Lockheed L-188 Electra was the first, and by some report, the only large commercial turbo-prop aircraft that was built in the United States. Lockheed built 170 L-188 between 1957 and 1961. The Lockheed P-3 Orion was based on the L-188 and is still used by various militaries today.



Editors note: Here is some information about the FAA aircraft re-registration that started last November. We have included some information from EAA and some information from AOPA. Don't forget to take care of this new requirement in a timely manner or you could lose your registration. And you thought takeoffs and landings were the hardest part of flying. Re-registration form is available on line.

EAA Provides Simple Guide for Aircraft Re-Registration

October 13, 2010 — The FAA notice of "Expiration of Aircraft Registration" forms have started to arrive in mailboxes - EAA has received a batch for several of its 200-some museum aircraft - and to help guide aircraft owners through the process, EAA has developed [a simple guide](#) based on a sample re-registration form. Feedback we've received thus far has reinforced our experience that the re-registration process can be accomplished in as little as 5-10 minutes. If you own an airplane, you will have to re-register it at some point over the next three years beginning this November 1. It's being done so the FAA can get an accurate count of aircraft in the United States.

It is very important that aircraft owners follow through and re-register because failing to do so could render your aircraft no longer usable. Also, contrary to some rumored reports, this is not an online process only; although FAA encourages online re-registration, you can do it via postal mail if requested. There's also a new re-registration thread on [Oshkosh365](#). If you have any questions about the process, EAA Information Services will be glad to walk you through it at no charge at 888-322-4636.

Aircraft Re-Registration Schedule

If the Certificate was issued in: The certificate expires on: The owner must apply for re-registration between these dates, - *to allow delivery of a new certificate before expiration.*

March of any year	March 31, 2011	November 1, 2010	and January 31, 2011
April of any year	June 30, 2011	February 1, 2011	and April 30, 2011
May of any year	September 30, 2011	May 1, 2011	and July 31, 2011
June of any year	December 31, 2011	August 1, 2011	and October 31, 2011
July of any year	March 31, 2012	November 1, 2011	and January 31, 2012
August of any year	June 30, 2012	February 1, 2012	and April 30, 2012
September of any year	September 30, 2012	May 1, 2012	and July 31, 2012
October of any year	December 31, 2012	August 1, 2012	and October 31, 2012
November of any year	March 31, 2013	November 1, 2012	and January 31, 2013
December of any year	June 30, 2013	February 1, 2013	and April 30, 2013
January of any year	September 30, 2013	May 1, 2013	and July 31, 2013
February of any year	December 31, 2013	August 1, 2013	and October 31, 2013

FAA re-registration now taking place Make it easy on yourself - Let AIC Title Service help

By AOPA Member Products staff: The massive FAA project to re-register all U.S. aircraft is underway. In fact, the program is in its third month, and if your airplane was registered in the month of March *in any year* you have until the end of this month (January 2011) to apply for re-registration.

The procedure is simple—you can apply [online](#) and spend five dollars. Sounds easy, and it may be, but do you want to risk losing your N number and your airworthiness certificate for your airplane if something goes wrong?

A safer way to complete the re-registration process is to let a professional firm such as AIC Title Service track and manage the process for you. As one of AOPA's partners, AIC Title Service will stay with you step by step, providing you ongoing status reports on your re-registration process. That way if something goes wrong, you'll likely know in time to fix it.

For \$45 (which includes the \$5 FAA fee), AIC Title Service will send you a notification of when it's time to re-register, track your N number for you, and make sure the process is successful.

Using a professional firm for this process may be your best bet. AIC Title Services will be able to track your re-registration at every step and will notify you of its progress. AIC Title will stick with you until you have that white card in your hand.

Don't take this process lightly. If your registration were to be cancelled, your N-number becomes unavailable for use for 5- years! Sure, you could apply for a new registration with a totally new N-number when you realized the error of your ways. But in addition to the new N-number application costs, you would need the FAA to review your paperwork and logbooks for a replacement airworthiness certificate too. To have AIC Title Service complete the re-registration for you, visit aopa.aictitle.com.



REMINDER PAGE - JUST FOR YOU!

- **2011 Membership Dues**: Membership dues for 2011 are now being collected. 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>
- **EAA 2011 Calendar**: Additionally, Official EAA Calendars are still available for \$8.00 each. If interested, they are available for purchase at club meetings or activities. Money from the calendar sales helps support our Chapter activities.
- **1st Saturday Breakfast**: is this next Saturday, February 5th, at The Homestead Restaurant in Blackfoot. Take the main exit off the Interstate, turn toward town, and turn right at the first light by McDonalds. Drive down about 1 block. Be there at 9:00 AM for a great breakfast and lots of airplane talk!
- **Consider Volunteering**: We could use more volunteers for offices and committees. Your help, no matter how small, would be very appreciated. Thank you.