



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

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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!

JANUARY MEETING

Date: January 24th
Time: NOTE: 6:30
Where: Blackfoot FBO

PROGRAM

Tom Mortimer, the "Life Flight" Manager at the Pocatello Base will be our guest speaker.

He is an excellent speaker, very engaging, and pulls you right into his enthusiasm. Be sure not to miss this very good program.

Refreshment available.



PRESIDENT'S MESSAGE

Hello Chpt 407: 2015 is going to be a super year. Last year saw us grow and expand our wings with some different and fun activities in our chapter!

The first thing we enjoyed was to have our chapter welcomed at the Blackfoot Airport. And that was quickly followed by our new monthly Saturday breakfast. They turned out to be a success, the word started spreading, and they were profitable for the chapter. My many thanks to all the volunteers who helped with preparation and serving.

We also flew close to 300 Young Eagles. Awesome - I want you to know how proud I am of our chapter. We are making a difference.

2015 is starting off with an excellent speaker - don't miss it!. A few weeks later, we will have our annual "cabin fever breakfast" at the Homestead Restaurant. Our flyin breakfasts will start again in March.

The chapter officers will meet soon to plan the rest of the year. Please share suggestions with us as we always want your ideas. I am excited to be president another 2 years! Thanks for your confidence and support! We'll have a great year - come have a great year with us! Happy flying.Natalie



FLIGHT STORIES FROM 2014

Date: July 4th

Errol and I get an early start, and I fill the tanks including the rear so we have plenty of range. We are getting a little sloppy about not discussing destinations until we are in the air. I hint that a high flight ENE would be welcome and that fits with Errol's idea of Gardiner MT. Once airborne we head for the Tetons. The engine is overheating so Errol reduces power and we lose some altitude. Is the radiator flap open? Yes, no, but now it is, and that helps. In the warm air with a big fuel load we barely make 11000 and that is at 45 indicated. Errol milks it for altitude and threads his way to the top of the tram at Teton Village. We traverse the Tetons on the east side and they are stunning in the clear morning light. This is a great opportunity for photos of the peaks while we proceed north over the lakes. I borrow Errol's new camera because I forgot mine. I prepared some special snacks for Errol but can't find them anywhere so we have dried pineapple instead. We proceed on over Yellowstone Park, over Mr Bubble hot springs, by Old Faithful, and over Morning Glory Pool. Will we need gas at Gardiner? We make a long gradual descent to land and I make a bad landing. There we talk to a pilot and wildlife biologist who have just returned from a flight over the park. They fly at 300 feet AGL and reported

seeing many Griz by Pelican Bay early in the morning. Too bad we can't fly that low. Errol decides that we have enough fuel to get home, and we would if we went direct, but we don't. We follow the river over scenic waterfalls east to Tower Falls, then over Dunraven Pass. With this detour Errol isn't so sure about fuel and now we head straight home. We have St Anthony available for emergency fuel but when we get there we have plenty to get back. This has been a delightful flight of just over 4 hours.

Date: July 5th

This is a special treat since Errol and I typically don't fly on consecutive days, and I am to take the front seat. First we have to fix the plane. We shim the tail strut to straighten it and put in new spark plugs. I suggest that Errol use anti-seize on the plugs. He suggests I go to town and get some. With everything buttoned up Errol gives me a briefing for the panel layout since no switches are marked. Now I know the secret code. Errol takes off from the back and we fly to Rainbow Ranch. I land on 25, then on 7 twice. Pretty good if I do say so myself and Errol says so too. We decide to stop bothering the pivot crew and field hands and proceed on to Hamilton's. There we encounter a crosswind so Errol lands, and then I try it myself. From here we follow the river to Nyle Tanners where I make a bouncy landing from flaring too high. From here we go back to Rigby where I flare too high

again. Overall I get a passing grade. Errol claims he wasn't terrified by my landings, but he forgot to eat the date balls I provided, and that is very unusual.

...Dale

**Don't Forget To Pay Your
2015 Dues.
Mail \$24 to our
treasurer, Steve Anspach or
pay at the meeting.
THANK YOU!!!**

TRIP COMING UP!

Can't wait for spring? Here's something to look forward to!! Y'all come, anyone that wishes to fly. 

Richard Neves and Leigh Orr are planning a trip in the spring. It's scheduled for the last week in May subject to weather, of course. The tentative plan is to leave Blackfoot Friday, May 29, at 7 a.m. and go first to Livingston, Montana for fuel. Then to Custer County, close to Mt. Rushmore. We'll spend some time there, (yes, rental cars are available) then we're going on to Wall, S.D., 61 miles from Mt. Rushmore.

This is a rough outline, all subject to change, details not available - we'll have a meeting to plan. This is a rough schedule: U02 Blackfoot, 170 miles to LVM Livingston, 300 miles to 6V4 Cut., then 61 miles to Wall South Dakota (near Black Hills National Park).

Total approximately 545 miles one way. We may include a stop at Cody, Wyoming on the way back. If you are interested, Call Richard Neves at 208 681-1004 or Leigh Orr at 208 241-5767.Leigh & Richard



Here goes the beacon pole!

Improvements proceeding at the Blackfoot Airport. Here is the new beacon.



New windsock @ Blackfoot Airport.



New runway and taxiway sign at the Blackfoot Airport.



Photos courtesy of Leigh Orr

EAA Chapter 407 Breakfast Nov. 22, 2014

Was heavily attended with a group approaching fifty, which included non-EAA pilots. The food was tasty and the company very enjoyable.

These breakfasts have been a success and this one was no exception.

Dan Etter joined us for breakfast. He had traveled from Boise to give the two hour 'Idaho Safety Presentation Stand Down'. He had planned to fly to UO2 but had to drive as the weather was not cooperative.

The program was well received and covered numerous topics including the use of prescription and non-prescription drugs, the unique challenges of mountain and canyon flying, back country communication and observation, and many other subjects.

Attendance at these stand down presentations is not mandatory but is highly recommended and includes the opportunity to get 'Wings' credits.

Here are some comments from Dan on the meeting:

"I was very impressed by the turnout, especially given the day was cold, rainy and pretty darn miserable. I think we had a head count of 45!

I enjoyed meeting everyone. Natalie was very friendly and did a phenomenal job

getting things organized.

I covered areas like recent accidents in Idaho, possible trends, our five fly-in destination SOP's, safety plans for 2015 and Search and Rescue. I had three of your members ask to be put on our search pilot volunteer list. Great work organizing this group of professionals.

I hope to get invited again this year. I really enjoyed my visit to Blackfoot!

One more thing you could post.

Several of your pilots wrote down recommendations/suggestions for flying and operating in the backcountry. I want them to know that we are looking at each one very seriously.

I hope we'll be able to implement a couple of their ideas."

*Best,
Dan*

*Dan Etter
Aviation Safety Manager
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[208-334-8777](tel:208-334-8777) office*



AN INTERESTING PIECE OF IDAHO HISTORY!!

Did you know that Mexico declared war on the Axis powers along with the United States? Have you ever heard of the Aztec Eagles and their contribution to the freedom of the Philippines? Did you know that the pilots received some of their training at the Air Base in Pocatello, Idaho, and their trainers were women?

Starting June 24, 1945, the 201st Squadron began receiving their own modern aircraft right from the factory. They flew P-47D Thunderbolts with both USAAF and FAM (Mexican Air Force) insignia.

.....Nola Orr

Aviation Education Services Inc.
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- ◆ Aviation Education Development
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THANKSGIVING 2013 IN LYNDEN, WASHINGTON

My thanksgiving travels found me in Lynden, Washington. As luck would have it my short term condo was located only a few blocks from the Lynden airport (38W). My first walk past the area found the airpark strip firmly locked with a code controlled access gate. On Thanksgiving Day, since the golf course was closing early, I walked down again. As I approached, I noticed a gentleman cleaning up his hanger a few doors in from the fence. Wearing my EAA Young Eagles cap, I ignored the no trespassing signs and walked through the neighbors backyards along the runway to visit. After a few minutes of conversation about where I was from and other pilot small talk, I was asked if I would like to fly to Roberts Point (1RL) later in the afternoon. After a nanosecond of consideration I agreed. We were to depart in about two hours which gave me time to return to the condo and retrieve my iPad and tell Kathy I was not golfing, but going for a plane ride.

Returning at the appointed time, I tried to assist in the preflight, but did not have an internet connection to apply the abilities of Foreflight which is installed on my iPad. None the less, we were able to complete the necessary preparations including donning a personnel flotation device. Since I had never required one previously, it took several attempts and instruction to correctly insert myself into the vest. The trip to Roberts Point is about 30 miles so even in the Cessna 150, the flight would not be too long. Departing about 2:30 we had time to complete the round trip before dark.

Roberts Point is a small portion of a peninsula divided by the 49th parallel thus lying partially in the US and partially in Canada. The field is nicely kept and is 2265 ft by 125 ft - grass. The approach is over water, which was another new event for me. A small Washington State Park is at the south end, camping is permitted, but one must be quick to unload before the airport manager arrives to remind you that parking is not permitted in the runway approach area. Since we were only there for a day trip, we parked near the north end and walked to the park. A nice beach area with views of the Olympic Mountains and other Puget Sound areas awaited us. After a short visit to a shore exhibit for whale watching and picture taking, we returned to the field for the return flight just as the sun was beginning to retire.

....NateSmith



Larry Boam's plane at the Dillon Airport for their Young Eagle's Flyin September, 2014. Check out that beautiful blue sky!! Good food too!

What a Great Christmas Party!

EAA Chapter 407 Christmas Pot Luck was held Dec. 6, 2014 and there was a fun-sized crowd of around fifty.

Two delightful and accomplished young ladies, granddaughters of Earl and Gloria Preston, each played the violin. They are Jessa, age 13 and Meg, age 8. Their playing abilities were well above their age levels!

Our calendars had arrived.

Steve Anspach, our treasurer, gave a brief financial report on the fiscal status of the breakfasts.

Great mountains of delicious foods arrived!

Poor Stuart McKim, our Secretary was trapped somewhere due to difficult travel conditions.

Natalie presided over the gift exchange with a fun story about Wilbur and Orville Wright.

Attendees waddled out into the darkness, content and stuffed!!



Natalie kicking off the party with some important announcements first!



Its cold outside but look at that nice warm glow coming out of the FBO.



OK - now we are getting down to the fun stuff. GAMES!!



Fly Market

Leigh Orr is interested in selling his 1946 ERCOUBE 415-C. Interested? Call (208)241-5768

Recreational Aviation Foundation

Preserving, Maintaining, and Creating Recreational Airstrips
www.theraf.org



John McKenna

President
jmckenna@theraf.org

1711 W. College St.
Bozeman, MT 59715

Office: 406-587-5166
Cell: 406-581-8234

Working to preserve and maintain back-country airstrips across the country.

Please pay your dues of \$24 and be counted as a current member! Also, support the chapter by buying an EAA calendar—check with Natalie at the next meeting this weekend!

Flyouts this spring will help us enjoy some good breakfasts!!! Emails will keep you up to date. Call me at 745-0329 if you have input, articles, pictures or questions.

OOPS!!



My sister and oldest son and I took a driving trip two years ago during tornado summer. We were hiding in Indiana having missed Oklahoma. The rain had let up some so Bryan and I went to this antique place that the hotel clerk mentioned. When we turned into the parking area, we saw this and had to take this photo. We knew the EAA group would really appreciate it.

....Kathy Smith



Larry Boam and his granddaughter posing up at Dillon Flyin in September



**Poker Run @ Rigby - about 37 people came.
Fun, great potluck and nice prizes.**



Great line up of planes at the Robinson's Harvest Flyin near Archer.



**Moose Creek - Stan Fenn, Errol Spaulding, Geo Mundt, Terry Kofed, Larry Boam.
July 10-11, 2014**

FLIGHT TRIP TO ARLINGTON DALE CRESAP & LARRY HOBBS

Larry and I planned to go to Arlington Thursday, but it would be too hot and flying into the sun, so we decide to leave early Friday. Really early. I get up at 0430 and arrive at the airport at 0505. Larry is already there and soon we are ready to go, engine start 0546 and airborne 0558. 2 minutes ahead of schedule.

We head straight for our first fuel stop in Prosser. This takes us over Challis and Johnson Creek. It is calm, sunny, and cool and we have the sun behind us as I try out Larry's oxygen system at altitude. O2 is a good thing, keeping us alert. We hear Errol and company on the radio as they return from Moose Creek. Errol took a short cut into Hamilton and arrived ahead of the gang to refuel there. Larry and I proceed over Joseph, Oregon and Minam River toward Prosser.

Larry's glass panel has an identity crisis as we descend and it doesn't help to land into the sunrise, but he makes a good landing anyhow. We top off and talk to the locals who say that Kennewick is due for 100 degrees. It is plenty warm already as we depart and climb over the Cascades. It is a brittle clear day and Mount Rainier isn't even in the clouds, so I take a lot of pictures. Past the lush mountains and lakes we make a steep descent and land at Arlington.

There isn't much traffic so we are cleared in directly on a right base for 34. Our flight time here was just over 4 hours. Larry lies down to alleviate a pain in his side while I wander and look at a military equipment display. Could that be a real German 88 mm gun? Yes, and actually two of them. Most old military hardware like this has the breech welded shut and the barrel plugged, but for these you can chamber a signal round and pull the trigger for a satisfying bang, which the crew does several times. Who owns them? I guess if your name is Paul Allen you have better toys than the rest of us.

The afternoon air show is lame and had I known I would have joined Larry for a chat with old man Van's himself. Larry buys me lemonade and we wander the exhibits and sales area finding shade when we can. Later we get a burger for dinner and are pleased to find that there are showers available here after all and make use of them. We get the plane refueled to beat the rush and tour the RV parking area, striking up conversations with friendly pilots. We set up the tent and make a final pass through the light sport area before falling asleep exhausted.

We awake at 5 am the next day, being nearly the first ones up to see the sunrise. It didn't rain, but everything is drenched in dew. I'm glad Larry insisted on the rain fly for the tent. We talk to a friendly Canadian Lancair driver who helps push us out to the pavement and we take off before the tower opens. Larry makes a perfect landing at Skagit, really perfect.

On to Orcas Island where we make a full stop and taxi back to wait for a Caravan to land. Friday Harbor and Lopez are in fog, so we head back inland for Concrete and through the North Cascades. These are beautiful on a clear day, but not today due to thick smoke. We climb over the smoke to see the peaks and proceed over Lake Chelan, avoiding the fire TFR and MOA.

Then we follow the Columbia River to Coulee Dam, and on to Deer Park airport by Spokane where we land for a pit stop. There we talk to a guy who races at Reno and have some snacks. I check local fuel prices and we decide to refuel at Kellogg since they have the best price around and Larry has not been there. This is a short flight over Lake Coeur D'Alene, and it is hot in Kellogg. What next?

We do not want to spend the day here, so we fly over Orofino to Grangeville. Stop or not? They have a fighter display, so we land and spend 3 hours. There is a Lockheed Harpoon on display. It doesn't seem possible that anything could be that big and ugly, let alone fly, but it does. I get on the computer to find that Boise is hotter than here, so we wait till the temperatures start to drop

and proceed to Garden Valley. It is bumpy on the flight south over McCall and Cascade, but pleasantly cool at altitude. We descend into the warm air and Larry makes a perfect landing for the Cessna180 fly-in pilots there. We are the only low wing plane there, but the other pilots are friendly and we strike up conversations with them. They invite us to dinner but it is \$22 and I am not that hungry so we have snacks by the plane.

A Skywagon is a flying mini-van and we are amazed at the amount of camping gear they will haul. We are more like flying backpackers in comparison. I had to ask the question of a guy on a 4 wheeler how he got it in the plane. Turns out it is based here. The caretaker comes by and we compliment her on the condition of the runway and camping areas. We see the sun set and the moon rise, which casts shadows like a searchlight. We walk the runway, joining conversations we encounter.

The next morning the first departure is at 0615, serving as an alarm clock and wakeup call for everyone. We get up to see the moon set and sunrise as we break camp. The grass is wet and our shoes are a mess, but Larry has thought of everything, and has shoe covers to keep the airplane clean. Engine start is at 0808 and we fly straight home, encountering beautiful country on the way-Sawtooth Mountains, Smiley Creek Airstrip, and the lakes in the valley. We have a great view from 11,500 on oxygen. The trip home is at 177 to 180 mph, reaching 200 on our descent into Rigby; a fast trip. It seems that we are crawling in the pattern. 1545 miles. 10:45 hours moving, of which, Larry is generous with the stick time as usual.

.....Dale



ARLINGTON TRIP PICTURES



Mt. Rainier



88 mm gun, ..it works!



Orcas Island



**Garden Valley Grass
Airstrip, Idaho**

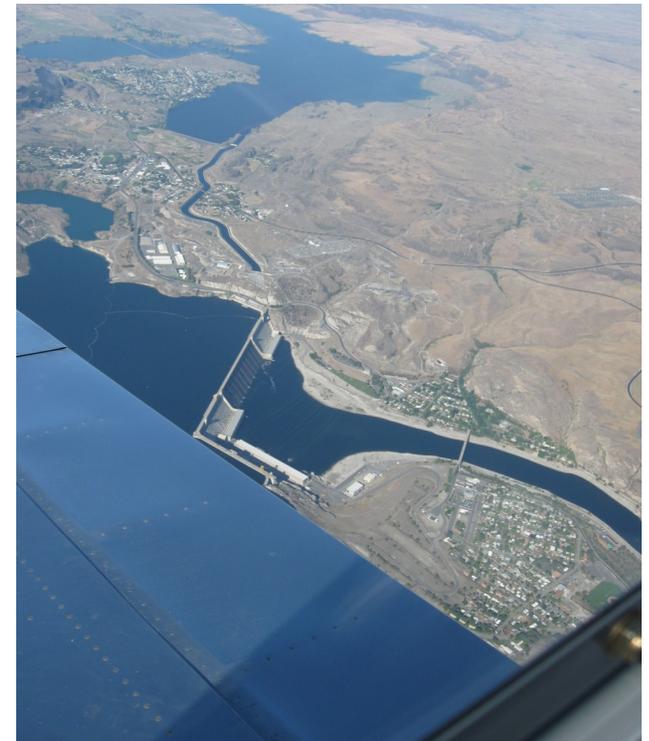


North Cascades



**These are Dales feet, but not
sure what is wrong with them!**

(Larry's booties I think)



Grand Coulee Dam