

**WOULD YOU PLEASE
VOLUNTEER?**
PLEASE PITCH IN AND HELP

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

**DID YOU PAY YOUR
2011 DUES?**

If not, please bring your check or cash for \$24.00 (exact change appreciated) to our next meeting or chapter activity. Or just go ahead and 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 on the web to update your information .
<http://eaa407.org/documents/application2.pdf>
Check with Steve for reduced calendars as the \$\$ supports our chapter!! Yea!!!

REMINDER: 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!!!

**A FLYING DAY FOR
LARRY & ME!**

I ask Larry if he is interested in the Driggs rally and he counters with the idea of flying to Bridger, MT, for breakfast. Sounds good to me. He considers making it an overnight trip but we settle on a day trip. The plan is for me to arrive at 0530 and I am there at 0529.,



Engine starts at 0540 and takeoff is at 0549. Our GPS course takes us straight into the sunrise, making for a blinding

horizon and dark panel. We adjust visors, shades, and hat brims to deal with this and press on.

A tailwind gives us up to 133 mph on the ground as we pass into Yellowstone and over deep snow on the Bechler Plateau. With tall peaks ahead, we climb to 12,500, then proceed over West Thumb and the north shore of Yellowstone Lake. The mountains in this area are stunning in the morning light, and once past Beartooth Pass, we descend into Bridger at 700 to 1000 fpm, arriving before 0800.

Larry 'chirps it on' and we have breakfast in the hangar, chatting with the other pilots there. Willy from Havre is building an RV-9 and talks shop with Larry. We are concerned about the weather forecast though it is dead calm now. Time to go while the weather is good. They parked us with a patch of tall grass just ahead of us so we push the plane to the pavement to avoid green stains. Larry does a 180 at the runway hold before doing the runup to avoid propwash on our admirers. Do we have enough gas? We take off and make a low pass, then encounter a headwind on course. The GPS does the math for us. We will need gas to get home.

Where? Powell is only 20 miles away and not far off course, so we land straight in. The airport is deserted but we figure out the self service system and get 5.1 gallons, then fly over Cody where we hear a Hawker jet sequence in with the GA traffic. Our course home is slightly south of the outbound route and we climb to 12000 for terrain. One advantage of this is the 43 F OAT, which feels none too cool in the sunshine. We have a headwind and moderate turbulence as we follow the road up the valley to Sylvan pass, and over the fingers of Yellowstone Lake. Then over Lewis and Heart Lakes by Mount Sheridan and just north of the Tetons. We listen to the rally traffic at Driggs as we go by and descend into the heat of the day. Larry takes over for some crankin' and bankin', with a few negative G's for good measure.

We buzz Errol's place and see a T-6 Texan depart Rigby as we approach. The surface winds and turbulence turn out to be quite strong and Larry has his hands full with the landing. The wind and clouds are building up and we are glad to be back.

.....Dale Cresap



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

Homestead Breakfast 2011



This is Ryan's Field - West Glacier, Mt. Tom/Carol Strong, Larry Hobbs - The Recreational Aviation Foundation.
Lots of food!



The RAF (Recreational Aviation Foundation)
Fly-in. AOPA President Craig Fuller



Larry, Tom, Chris, Frank landing @
Shelter Cove - California Coast. Spring 2011



Quite the landing strip, wouldn't you say?
Gravel Valley, California



RAF Ryan's Field



Historic Lighthouse @ Shelter Cove. We all
got a great tour inside!



Let's all pose before we head home
to Idaho.



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



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.

SOLD



For Sale: 1997 Rans S-7, 760 hours. 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 baggage box, fabric and paint in good condition. Price: \$38500.00. Call Larry Boam: 754-4352 (H) or 521-0679 (Cell)

SOLD



For Sale: CHALLENGER I • \$5000 • LIGHT-SPORT AIRCRAFT FOR SALE! Challenger I, N#, ELSA, nice plane, 95 hours, will do fresh annual, doors, speed struts, fiberglass nose, 99 kit, built 05, registered 07, 10 gallon fuel, 3 gph burn, 447 engine, wood prop, flaprons, BRS chute, elec. start, strobe, heater, hangered in Rigby Idaho, Stan Fenn, 208 528 6433



For Sale: 2007 Murphy Elite: Professionally built by 2 A&P's. 100 Total, 100 SMOH on O360-A4A to certificated standards. Lycon flow matched cylinders (~ 200+ hp). New bearings, gears, flywheel and hardware. Oil pump AD c/w. Camshaft re-ground to new specs. Dual P-Mag electronic ignitions. Remote oil filter. New 60 amp alternator. Bracket filter. New Sensenich prop with 13" RV spinner. New aluminum oil cooler. Tuned crossover exhaust. Six pack instrument panel with 4 cylinder EGT and CHT. Overhauled Apollo 2001 IFR GPS with 360 moving map and separate CDI. New GPS antenna. Overhauled MX11 com. Upgraded Sigtonics intercom. AT50A trans w/ mode C. 450 fuel flow meter. Vertical compass. Two place intercom with stereo adapter. Strobes. Swivel inside red/white lighting. Full length tail cone floor sleeping area with custom mattress. Murphy droop tips. Heated pitot. Electric trim. New 121.5 ELT. Extended fuel tanks (58 gal). Float fittings. 130 mph cruise at 8 GPH. Off the ground in 350 ft. Climbs at 1800 FPM. A very nice airplane. Lost medical. \$89,000



For Sale

Cessna C-172

\$39,500 or Make Offer



Total tach/airframe time 2200 hrs
Flown regularly last 6 years - Hours will change

Continental O-300 - 1000 HSMO
Logs since New

No corrosion or hail damage

Upgraded yokes - PTT on yoke

New Wool Headliner

Cleveland Brakes - Auto gas STC

Four place intercom

Avionics: Bendix/King 135a GPS Com

Narco 120 TSO Com

Garmin GTX 320 Transponder

Garmin 196 Yoke-mounted GPS

Carb Ice detector - EGT/CHT

Call Kenny Smith 208-709-5064 or

Rob Wray 208-520-4258

The purchase of a share is also a possibility

Shrimp Rumaki w/Apricot BBQ Glaze



(Recipe shared by Member Liz Alstad)

- 1- 8oz can sliced water chestnuts
- 36 raw medium shrimp, peeled, deveined
- 9 bacon slices, cut into 4 pieces
- 1/3 c BBQ Sauce
- 1/3 c Apricot Preserves
- 1 tbsp Fresh Ginger, grated
- 1 tbsp Cider Vinegar
- 1/8 tsp Red Pepper Flakes (or a little cayenne pepper)

Preheat broiler. Place a water chestnut slice on top of each shrimp. wrap with bacon and secure with toothpick, repeat process for all shrimp.

Line broiler pan with foil (or use cookie sheet with parchment, careful that the paper doesn't burn). Insert broiler rack. Coat rack with nonstick spray. Place shrimp on rack (broiler pan is underneath the rack).

Combine remaining ingredients in a small bowl, brush evenly over shrimp. Broil 2 minutes, turn, baste and broil 2 more minutes, then turn one last time baste and broil one more minute. Enjoy!!

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- ♦ Aviation Education Development
- ♦ Custom Airplane Construction & Consultation

DON'T FORGET

Logan, Utah Breakfast!

FREE Breakfast, 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!

August 13th - "6th Annual Wings Over Sandpoint Fly-in." Call for information:

Jan Lee 208.255.9954 or
Jan@SandpointInspection.com

PLEASE SEND ARTICLES AND
PICTURES FOR YOUR NEWSLETTER
TO CARJANST@GMAIL.COM.
We want to hear about your flying.