




THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

President: Natalie Bergevin (H)	684-3411
(C)	681-1411
V. President: Jim Wolper	785-2441
Secretary: Stuart McKim	705-4500
Treasurer: Steve Anspach	313-0770
Asst. Treasurer: Austin Moses	684-3922
Chapter Website:	
http://www.407.eaachapter.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!

CHAPTER 407 APRIL MEETING

Our April meeting will be held on FRIDAY, April 20th, at the Blackfoot FBO. Our meeting will start at 6 PM.

Please note this meeting date change.

"Back Country Meals & Treats" is our program and you will love this!! Learn to either condense, compact, or dehydrate your meals to carry in your airplane for those overnight camping trips under the wing!

1. Food will weigh less and take up less space.
2. These ideas are perfect for car camping also.
3. Have you tried taking food before, only to have it spoil, or forgot something? Bring your questions & ideas.
4. **IMPORTANT:** Bring your "chief cook & bottle washer" from home (your spouse or significant other) so both of you will know how to do this...that is double-the-fun!
5. Come hungry as we will have lots of sample treats to try out.
6. Displays available for you to see.



PRESIDENTS MESSAGE:

Greetings to All. Hurray, it's finally spring! I find myself at the airport every few days....it is funny because I don't even have an airplane to fly in. I have been surprised at how much I long to take a flight. Up in the sky is where you find that special freedom from all the worries of the world. Isn't it funny how it gets in your blood!!

We have a great summer of activities planned, starting with the Young Eagle Fly-in at the Gooding School for the Deaf & Blind on April 30th (if the weather holds out). I know those kids are excited. We are also having camp outs, more fly-ins, training, and much more. So come enjoy rubbing shoulders with others who share your love for flying. Be sure to watch for those spring thunder storms.

Happy Spring Flying, Natalie



Wow-great details on this picture!

Larry Hobbs, Pilot. Ed Short, Photographer. The photo was taken at dusk at 11,000 feet from Larry's Rans 6. It was difficult to get because of the slow shutter speed on the camera and from a moving plane (not to mention the blur from the plexiglass windows). Photoshop helped correct all of that.



**11-26-11 Dale Cresap
and
Kevin Forbush 716 KC**



Kevin and I have intended to fly together for some time but schedules have made this difficult. Everything lines up on 11-26 and we agree to meet at noon. Kevin already knows how to fly but there are some formalities and details to be attended to. I arrive just before noon to find Larry and Cody in the hangar along with Kevin. Looks like we will be flying together. I expected to do some standard ground reference maneuvers and stalls, but everyone else wants to go to a destination and I'm OK with that. Should I take the time to put my bibs on? It hardly seems necessary on this mild day, but I later regret leaving them behind. We take off and head east as a flight of two, rocking our wings over Errol's place and checking out the snow pack at Kelly Canyon. This is a day of vivid beauty with unlimited ceiling and visibility as we fly among snow covered peaks. We follow the river and then cross Pine Creek Pass and descend for a touch and go at Driggs. From here we proceed to Mesa Falls and do a 360 for a good view, and go from there to Harriman Park, where we encounter fast traffic coming our way that passes under us. It turns out to be Eldon Hall in his Glasair. Then on to Island Park Reservoir. Larry mentions Dell as a destination and we go there by way of Porcupine Pass. Larry overtakes us and we get split up.

We see a plane to the south. Can that be Larry? Apparently not, since he is closer to Dell by GPS than we are. There is patchy snow on the runway at Dell, but it looks acceptable so we land after Larry and adjust fluid levels and have some snacks. There is no lounge for shelter here and it is warmer in the plane than on the ramp so we do not linger. Kevin tries to make contact with his daughter who is driving down from Helena. Cell phone coverage is spotty but he is able to send and receive text. He tells her we are passing a school bus graveyard and she says we are right on top of her. We take a fairly direct route back to Rigby, aiming for the Menan Butte where Kevin has a construction project. Larry diverges past Dubois but we keep him in sight and he zooms back to join us for the low pass over Menan, and we land as a flight of two back in Rigby to end this 3.5 hour flight. We are both eager to get home and our car heaters are better than the one in the plane, and Kevin almost arrives ahead of his daughter.

12-10-11

Kevin and I arrange to fly on Saturday, details TBD. I call at 1208 and he says show up at Rigby at 1300. We will go with Larry again, who has Ed along as a photographer this time. Looks like this will be another destination adventure. Where to? Larry mentions Grey's river and possibly Afton, but our plans are loose. We will go to Alpine and decide then. We loosely follow the Snake River east from Rigby trading off the

lead several times. Eldon Hall comes on the radio announcing the same position we have, but by the time we get the message to look for him he is long gone, since we were closing at 300 mph. What are the chances of having him as oncoming traffic on two flights in a row?

We decide to land at Alpine and Larry makes the radio call which seems strange because we are ahead of him. After a tricky crosswind landing Kevin hops out to look for his gloves in the back without success and we quickly depart again. We follow the Grey's River Canyon amid stunning snowy peaks, and the air is as smooth as whipped cream. Larry takes a brief detour to explore a bowl on the west side, and we both do the same with a bowl on the east side further south. There are countless 'elk beds' in the snow. We follow the valley to the south end and cross the ridge to the west to get back to Star Valley. Now we are about 18 miles south of Afton, and decide to head for Soda Springs. Then Larry gets the idea to watch the moon rise over the Tetons. The plan is to go to Rigby for fuel and then return east in time. Once on course we change to plan B [or C]. How about landing at Afton now and waiting till the right time? So we have made a big circle around Afton at about a 20 mile radius and will finally land there. The temperature drops from 30 to 4 as we descend and land. The FBO is locked so we go around back and enter the secret code to get in the rest room. It is warm in the adjacent hallway so we stand around there for 25 minutes and

munch on trail mix provided by Ed and then get back in the air. We climb north toward Driggs while the sun sets, and I realize it is time to take off my sunglasses over Teton Pass.

From 11,000 the white peaks seem to roll by just under us in the soft twilight. A few minutes later we are abeam the Tetons just as the moon rises, right on schedule, perfect timing. Thanks Larry. It is too dark for photos so we just drink it in. It doesn't get any better than this, and we are grateful to the Creator for sharing it with us and giving us this opportunity to experience it. The temperature drops as night envelops us so after two circles around we reluctantly head home and descend. The GPS knows the way in the dark, which takes us past Driggs and right over Kelly Canyon. Back in the valley we enjoy the sight of Christmas lights from the air. I dig a flashlight from my flight bag and hold it over Kevin's shoulder to provide some panel light for landing. Even though I am none too warm even with my bibs and coat, I'm sorry to see this four hour flight come to an end.

....story by Dale Cresap

ANNOUNCEMENT - A NOTE FROM MEMBER LES STONE (be sure to watch this, it is great!)

<http://www.youtube.com/v/RU1oB8sGyYM>

Country music recording artist Dwayne O'Brien performed his song "We Remember" live at the ICAS Convention In December,

2011, in Las Vegas, Nevada. And he produced this video to be projected on the screens behind him while he sang. We hope that you'll share this link widely with friends and family who appreciate America's aviation legacy and all that our country's airborne warriors have done to defend our country. And, of course, many thanks to Dwayne O'Brien for both performing his wonderful song and producing this moving video.

UPCOMING AERONAUTICS ACTIVITIES - from Frank Lester (IDA):

The 2012 Aviation Career Exploration (ACE) Academy applications are now available. The three-day event is scheduled for June 25-27 and is open to all Idaho high school students, ages 14-18, grades 9-12. It is an exciting and activity-packed program of tours, flights and opportunities to meet members of the aviation community one-on-one. An application is attached. If you have children in high school who are interested in aviation or know of someone who does, please take a moment download the application or pass it along. Again give me a holler if you have any questions.

Lastly, I will be stepping down as Rudder Flutter editor beginning with the spring (May) issue. John Lorbeck will be taking over, and although it is a little early to call for articles, please plan on forwarding any

articles or information you may want published to him at john.lorbeck@itd.idaho.gov<<mailto:john.lorbeck@itd.idaho.gov>> by April 17. He will be sending out another email to you as a reminder around the end of March.

Thanks again for your support; the successes we have realized over the years would not have been possible without your assistance and participation.

Fly safe; fly smart,

Frank Lester
Safety/Education Coordinator
Idaho Division of Aeronautics
208-334-8780
208-860-6492
208-334-8789 (fax)
www.itd.idaho.gov/aero

ANNOUNCEMENT

A NOTE FROM MEMBER DEAN BYERS:

I just found some updated FAA manuals that are available. Maybe our members might be interested in them, especially those that are building. Here is the link to the manuals:
<http://www.faa.gov/library/manuals/aircraft/>

**Don't Forget To Pay Your
2012 Dues.**

**If you haven't done so, please
send your \$24 to our
treasurer, Steve Anspach.
THANK YOU!!!**

EAA Chapter Member Jim Jackson

from Driggs gave us our first installment of this great story back in our Spring issue 2011 (April through June issue last year). Here is Part 2 of 5. ENJOY!!!

The High School Airplane Factory

Building Project 1/ EAA Acro Sport II Biplane

The Acro Sport biplane was designed by the EAA founder Paul Poberezny. Actually, he was given permission from designer Curtis Pitts to modify his single place Pitts Special into a two place homebuilt aircraft. At that time (1980) the organization had a educational division called 'project school flight'. Director Ben Owen was very excited about Mundelein High School's intentions and gave our vocational education department a free set of plans. The plans book consisted of 27 pages of blueprints. There were no components to possibly purchase at that time. Everything had to be made from scratch and with 16 year old kids. I had my work cut for me. The owner of a skydiving business where I

spent my weekends was willing to sponsor the project. He would of course take ownership once it was finished and proven air-worthy. This was to be a five year project with over 5,000 hours of documented work.

The acro sport incorporated a fuselage of chrome-moly tubing, spruce wood wing components and a stiff poly-fiber fabric covering on the outside. The students (after a little brush up) with their math skills, made a full size drawing of the fuselage side on plywood sheets. They then learned about metallurgy and aircraft designs. Electrical conduit was used to authenticate the chrome-moly tubing to be cut as practice pieces in fitting the parts to be tight fits for welding. This saved a lot of cost in making mistakes while learning the processes involved.

I found that teaching MIG welding was a good start in developing skills with bonding metals together. The students were amazed at what strength could be developed with molten metal at 1200 degrees temperature. Everyone learned the skills in welding but only the advanced pupils were allowed to actually weld a component on the project.

After fitting the fuselage tubing pieces together, we then 'tack' welded the structural parts together. Eventually, both sides with the top and bottom members were made. The finished product actually looked like an airplane body!

The wing structure was then built. Selected aircraft quality spruce wood was cut and fitted to the handmade rib building boards that held the pieces together. Over

fifty of these were needed to shape the four biplane wing sections. As a means of proving the strength of a light structure (ribs) on the airplane, a test stand was made. Each student used one of their multiple ribs they made and applied fifty times the weight of the rib applied in a positive G. test load. The 'ultimate' failure on a practice rib was 200 times the weight (a weightlifting 50 pound barbell hanging weight). Everyone was quite impressed to say the least!

Fabric work, electrical wiring basics and even painting concepts were taught and applied in learning how to build the class project over a five year period of time. All these technologies were part of the master plan in developing skills that could be used with a student's future. The ultimate test of their skill development was to see if their pride and joy project could really fly!

Finally the student built EAA Acro Sport Biplane was ready for its maiden flight. All the FAA paperwork work was completed. An FAA inspector came out after it was reassembled at a nearby airport and we went thru all the necessary steps required for approval. It passed on its first inspection- wow!

As the instructor of the class, It was only fitting that I did the test flying. This turned out to be quite an ordeal. Although I was a private pilot, I had never been in a biplane before, let alone fly one.

The first flight (1985) was planned for a fall Saturday when we had our school homecoming. Many of the five year project kids

were there in attendance. I had an old sky-diving parachute and tried to sit in the cockpit with it on - too tight. Option number one went out the window. Option two was using a borrowed handheld radio for communication with a chase plane one of my pilot alumnus students had there. Those people with the radio never showed up- darn it.

After some preliminary taxi tests I decided to go for it. I'll never forget that take off experience. The kids had lined up along the runway were jumping up for joy as the Acro took to the sky. The wind coming in the open cockpit reminded me of my motorcycle days. It was very exhilarating to say the least.

The proof of a good flying airplane is testing its static and dynamic flight characteristics. After the aircraft was trimmed for level flight I slowly released my hand from the control stick to see if it would remain in its position. It did exactly as I had hoped- wow!

Sooner or later whatever goes up has to come down. That meant that I had to land our project plane. With a tail wheeled aircraft the pilot taxiing has almost no forward visibility. Also, a biplane's wings hinder the views of surrounding hazards. These two factors really inhibit one's ability to land safely.

The runway was three thousand feet long but only twenty feet wide. 'Slipping' the plane helped my forward visibility until the last twenty feet above the runway. I remember hitting the ground on the tail wheel

first then the main gear hit so hard that it pitched the tail high enough where I could see over the top wing at the ground. Finally the tail settled down and we came to a stop with students, community, staff members and friends welcoming us. What a night of celebration that was!

The following summer the Acro II was flown to Oshkosh for the 1986 EAA Aviation Convention and put on display at the 'Project School Flight' center area. Many of our community members were there to witness this moment in aviation education history. Little did everyone know that an even greater project was being planned for the near future- a seaplane (project #2) that would eventually fly at a Canadian outdoor youth camp that would inspire many to fly!

To be continued.....Jim

What kills pilots, their families, and their friends?



We know the answers. About one-fifth of fatal airplane crashes are weather related: mostly, VFR pilots flying into IFR conditions. In 2008 there were 50 weather related accidents, and more than 40 of them were fatal. A few of these were IFR pilots with "deficient instrument flying technique" (to quote the Nall Report), but most were the VFR-into-IFR scenario.

I've been giving a lot of Biennial Flight Reviews lately, mostly to pilots who don't have an instrument rating, and as Inspector Renault said in Casablanca "I am shocked - shocked! - to discover that there is gambling going on here!" Gambling? Not just gambling, gambling your life.

One recent pilot had not been "under the hood" in twelve years. He was game to try, but the results were bad news: if he had been flying by instruments for real, he would have crashed.

The good news is that after a little practice, he regained his ability, and was easily able to do a 180 degree turn, the maneuver that would save him if he accidentally flew into a cloud.

Losing your ability to see the horizon is easy. Snow showers arise suddenly; you can fly into a valley with no lights; or, you might find the horizon impossible to see between an overcast sky and snow-covered ground. Don't think that you won't fly into instrument conditions; it can happen to anybody.

It's a biennial flight review, so reviewing the flying by instruments should be part of it. If you come to me for a BFR you will definitely get some practice. If you go to another instructor, you should demand it.

But suppose that your airplane has no gyros. I've flown lots of airplanes with no, or flaky, gyros. What's the point of going under the hood if there is no way to stay upright? But there is a way! With practice, you can use a GPS to stay upright. It's not as smooth as a 5-inch attitude indicator with a flight director, but it can still work.

A coordinated airplane won't turn unless it is in a bank. So, if the GPS says that you are turning left, you are banked to the left, and a little right aileron will stop it. If you are turning right, a little left aileron will do the trick. It won't be smooth, but it will keep you alive, the second time you try it. The first time should be a learning session, not an emergency.

....by Jim Wolper



LSA Flight Instructor
Dale Cresap

Dale started flying right after college and describes his passion as follows, "I've wanted to fly ever since I was a little kid. Paper airplanes, balsawood airplanes, reading books about airplanes, so I've had a bad case of it ever since I could remember. I built plastic model airplanes too, fighters mostly."

"My dad was a B-24 pilot in WWII. For him flying was a chore, he was shot at during the war. He never really had a passion for flying so it didn't bother him to give it up when the war was over. It was something about all those Messerschmitt and flak shells bursting all around him."

Dale continues, "As soon as I got out of college I got a job here in Idaho. I am from

Portland, Oregon and went to school at OSU at Corvallis. I came here right out of school, and went to work at the site. I'm a chemical engineer at RWMC."

"The first thing I did was hook up with a flight instructor. I got my private license from him and gave plane rides to my friends. Then, I got married and I thought, 'If I keep flying I'll be broke.' So I quit. I took it up again, with a fellow at Rexburg, that was in 1999. I got current and started flying again. I've had a lot more opportunities than I would have expected. I've made friends with pilots and I've been flying with them. It is an expensive past time but I've been able to find ways to do it economically."

"I fly a lot with my friend Errol Spaulding and Larry Hobbs. Errol and I have been over the Grand Canyon many times, Death Valley, Oshkosh a year and a half ago for the EAA (Experimental Aircraft Association) AirVenture there in July. We've been to North Cascades, Glacier Park, mostly in the western US. We've had great adventures flying together."

"I have a private license; I also have a Tail-wheel Endorsement, High Performance Complex, and Flight Instructor with Light Sport Privileges."

"I passed my check ride to become an instructor on April 1st 2011. I did my instructor training at the Blackfoot airport and used the Zodiac, a plane that is available there for rental. As part of my preparation to be an

instructor, I had to fly from the right seat and had to explain what was going on. I would go up and put my friends in the left seat and me in the right seat and say, 'You pretend to be a student, I'll pretend to be an instructor.'"

"It worked, so they had some experience and some of those people went on to become actual students of mine. That was a good deal for everybody."

"I love to fly and thought it would be enjoyable to pass on to other people, and give me new dimensions in flying and opportunities."

"I'm enjoying being an instructor; I can hardly believe I'm actually making a little money. I'm not really in it for the money, just for the joy of it. I still do my regular day job out at the site as my primary income. Flight instructing is just kind of pocket money."

"I do not own a plane of my own. A lot of the instruction I give is to people who own their own planes. Other than that, the Zodiac and the ErCoupe out of the Blackfoot airport are the planes that are available to me."

"What I have done for a lot of folks is give them a flight review. Every two years pilots have to go up with an instructor and demonstrate that they haven't picked up any bad habits. I've done a lot of that for people in the chapter (Experimental Aircraft Association, Chapter 407)."

"My flying plans for the future? I'm always

looking for students. I live in Idaho Falls and teach out of Blackfoot. Right now I have a student in Rigby."

Dale is also the Young Eagles Coordinator and as such orchestrates the ISDB Idaho State School for the Deaf and Blind) flight. That is a yearly event whereat volunteer pilots from Idaho Falls, Boise, Pocatello, Blackfoot, and other airports fly to Gooding and give free airplane rides to each of the students at the school.

....story by Nola Orr

Our Own Member Stuart McKim is #7 at Blackfoot



Another record breaking new pilot, the seventh pilot's license in 2011 at Blackfoot, is Stuart McKim of Idaho Falls. Steward is our EAA Chapter Secretary.

Stuart grew up in Escondido California, then graduated from Oregon State University at Corvallis. He majored in Industrial Engineering, and is currently at the National Lab, at NRF.

Stuart says he decided he wanted to fly in the summer of 2011. "I'd only been up once before in a small plane and thought it was pretty cool but didn't think about it again until last summer when I made a long drive

over to Oregon for a friend's wedding. It was a three day weekend and I went over and back. I found myself thinking, 'There's got to be a better way than this.' and the memory of that flight came back."

"The following Sunday, at church, some folks were talking about taking flying lessons so I asked about it, and they mentioned Dale Cresap, a local flight instructor. I got my first lesson with Dale in July some time. I started with once a week and it wasn't fast enough for me 'cause I was having to redo things so I bumped it up to at least twice a week starting in August."

"I got my Sport pilot's license on December 10, 2011. I decided on a Sport pilot's license because that's what Dale teaches, and it allowed me to get out on my own sooner. I don't have to learn all of the things for the regular license now. I do plan on getting my private down the road."

When it was mentioned that the amount of time he took was rather small, Stuart explained, "I wanted to get it done cause I didn't pass my first check ride. I messed up my take offs and landings and had to repeat those portions. There's a limited period of time during which you can do that without having to repeat the entire test. I got discouraged after that first check ride. I had other priorities, work on my car and so forth, and it took me a bit to get back into it. Once I got back into it, it was good. I practiced and practiced and practiced."

Stuart doesn't have a plane yet but is thinking about getting one. He says he's "interested in the convenience factor, I want to go when I want to go. Being able to take the plane for the weekend and not worry about the number of hours or anything. It's hard to be able to get a rental plane for the weekend. They are usually used for instruction on Saturdays."

If I get my own plane my budget is probably going to define what kind of plane I get. Then there's my long legs. I have to find one I can fit in. I'm 6'3" and it's mostly in the legs. The Zodiak that I've been flying is not roomy enough for me. I need all of the leg space I can get."

The plane I get has got to be able to handle grass strips. That's a requirement for me. I want to be able to access the little spot in the middle of no where."

Stuart's advice for someone who is thinking about taking flying lessons is, "Give that first one a try. An introductory flight is not that expensive, it's an easy way to know if it's a good fit, whether it captures your attention or not. For me, the minute I was in the plane with my hands on the controls, it was 'I want to do this!'"

When asked if he plans to continue to fly out of Blackfoot or move up to the Idaho Falls airport, Stuart says, "Blackfoot is about a half hour drive for me. It's a little bit of a nuisance, but the way hanger space

is these days, you have to get work space where you can."

In closing, Stuart mentioned that he thinks "Engineers are predisposed to flying. There's that technical aspect to it. The engineer and the pilot have a tool box of knowledge that they use to make decisions. They don't just make it up on the spot. They solve problems, sometimes big problems and I enjoy that."

I picked up on flying because it's a good, technically challenging hobby. All of my hobbies tend to be technically challenging. Backpacking is the only exception and it can be physically challenging. Flying is a combination of the body and mind having to work together."

...story by Nola Orr

Chapter Member & Local Resident Fulfills 60 Year Old Promise



Our chapter member Leigh Orr, a retired Blackfoot resident, is the first to receive a 'Light Sport' pilot's license in Blackfoot. A 'Light Sport' pilot's license is a relatively new category of license that can be achieved in about half the time, and for about half the money as previously available pilot's licenses. Pilots applying for a Light Sports license do not need to pass a physical.

Leigh and Richard Neves, a local flight instructor, have purchased an Ercoupe, one of the many planes that qualify as a 'Light Sports' plane. This plane, and others, and lessons, are available at the Blackfoot airport, McCarley Field.

When asked what inspired him to fly, Leigh explained that in about 1952, when he was 10 or so, he and two friends were caught playing in an abandoned aircraft next to a hanger at the Oswego county airport in Fulton New York. His two friends managed to escape but Leigh was caught, and got quite a chewing out from a big, gruff man. After the gentleman had calmed down a bit, he asked Leigh what he had been doing in the plane and Leigh responded, "Flying." The man's attitude changed and he told Leigh, "You can come play in my plane anytime, but you have to promise me that someday you'll learn to fly."

Leigh promised and now laughs and points out that it took him darned near 60 years to fulfill that commitment.

....story by Nola Orr

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

UPCOMING EVENTS

April 17, 2012 - AOPA Safety Seminar. The Air Safety Institute's safety seminars qualify for the safety seminar portion of the FAA WINGS program. Title: **WANTED-ALIVE!** Clarion Inn, 1399 Bench Road, Pocatello. April 17th (this Tuesday). Time: 7:00 - 9:00 PM.

April 30, 2012 - Young Eagles Flyin @ Gooding School for the Deaf & Blind. Always a favorite, we will fly kids starting at 9 AM. Pilots and ground crew volunteers are needed. **Contact Dale Cresap at 520-8631** for more information and details. See you there!

May 18, 2012 - Idaho Aviation Trade Show in Idaho Falls. The second annual Trade Show Aviation Idaho, being held May 18-19, in conjunction with the Idaho Aviation Association's Annual Meeting, has announced its guest speakers and workshops. There will be avionics demonstrations, new and vintage aircraft displays, an iPad giveaway and much more. Trade show tickets are \$6 at the door, or free for Idaho Aviation Association members. For more information, go to AeroMark.com or IdahoAviation.com

June 16, 2012 - Twin Bridges Father's Day Flyin - Twin Bridges Madison County Airport (7S1) - Join us for this free event packed with fun for the whole family. We offer Young Eagle rides, food, static display, games for kids and pilots, pancake breakfast and much more. Don't miss the fun.

June 23, 2012 - Pocatello Appreciation Days - Designed to generate interest in flying and awareness of Pocatello Regional Airport businesses and activities, there are discounted aircraft and helicopter discovery flights, military and civilian aircraft displays, music, children's activities and food. Gates open 9:00am to 3:00pm. You can fly in. Make plans to arrive the day before for the Big Band Bash. For additional information, email airportinfo@pocatello.us or call 208-234-6154.

July - Blackfoot Pride Days - Watch for more information coming soon.

August - Henry's Lake Flyin - Watch for more information coming soon.

September - Chapter 407 Poker Run - Watch for more information coming soon.



Fly Market

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. Strobos. 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. \$70,000 obo. Call Pete @ 208 317 4101



For Sale:

The ISU Aircraft Maintenance School has some Stits products that they are giving away:

Polytone - Diana Cream, Juneau White, Eagle Red, Madrid Red, Insignia White, Bahama Blue, Santa Fe Red, Pontiac Red, Lemon Yellow, Dakota Black, True Blue?, Burmuda Tan Polyfiber reducer 8500 & R65-75, Rejuvenator 1200, Paint Cleaning Solvent, Blush Re-

tarder, Poly Brush, Poly Spray Aerothane - Portland Green, Insignia White
Call Pete Stewart at 785-2441.

For Sale

E.I. Inc R-1, 4 cylinder Tach/TT/Run time, new \$450, now \$130.
Apollo SL-40 comm, \$1295 new, now \$500. Bendix/King KMD-150 panel gps, >\$4000 newnow \$790
Bendix/King SM-3C portable gps version of above, \$2500 new, now \$400
Pasco Vac Regulator with 1.25" UMA panel meter, new \$210, now \$100
Varifocal mount for Lycoming to Rebel aircraft -\$200
Exhaust system for Lycoming 320 type engine - \$250
2 ea 21" long, large dia [MS24 connections] oil lines - \$7 ea
New Lamar DSX 1240 12v, 40 amp self-reg. alternator - \$65
Sennheiser HMEC 300 ANR headset, new > \$450, like new for \$170.
Call Tom Piper at 208 523 8132 or cell 208 520 6671.



Fly Market

For Sale:

One complete 1964 Corvair engine and 1 - 1964 short block Corvair engine(minus heads) good for flight engines. Neither engine turns over but the complete one supposedly did when it was removed from the car (I am the third owner). The Short block "spun a bearing" so the crank and case are probably trash, but useful for core value. But the jugs and other accessories are still useful. I verified all serial numbers and both will work for flight engines. Will provide pictures and additional info on request. **\$150** takes it all (all or nothing). Also have a 1963 Corvair short block (not good for flight engine) **\$50** if interested. Call Will Aldridge at 435 840 8751 or email at willja6@hotmail.com.



WANTS TO BUY

...from pilot Jim Dahlgran

I am in need of an aircraft share or ownership to get away from rentals. I am looking for a fun/economical tail wheel aircraft or nose wheel. Good solid aircraft, 160-230 hp, for the long trip to Iowa. I have been flying since 1984 and currently have about 1180 hours flying time as PIC. Email any questions you have to me at:

jimdahlgran@cableone.net or
call me at: 208-569-0277.

For Sale:

RV7 & RV10 for Sale, and a Rigby Hanger for Sale or Rent :

Christopher Opperman passed away before he realized his dream of completing an RV10 with a 550hp LS1 Corvette Racing Engine. Another Certified Aircraft Mechanic picked up the project for a short time before being deployed to Kyrgystan. I originally hired Chris in 2006 and no longer wish to invest in this project. I'm selling everything at a huge loss.

Chris Opperman's' original RV7 (N577AZ) with the 350hp LS1 Racing engine has just 200 hours of flight time on an engine that's predicted 5,000hr TBO (replace the engine for \$10,000 instead of a \$30,000 airplane engine overhaul). This plane flies perfectly and was featured in Custom Planes Sept 2004. N577AZ burns 8.0gph at

200mph! That's 25mpg! If you wish to go faster, 350 hp should be enough. GM's LS1's design specifications are published and it meets or exceeds all required specifications for piston-powered aircraft power plants. The LS1 is one of the few automotive engines designed to operate at full power for 100% of its duty cycle. To increase power at higher altitudes, Chris had planned on replacing the air conditioner compressor with a super-charger to be activated at altitudes above 12,000ft.

N577AZ has not been flown for more than a year. However, I guarantee that this Corvette will fire right up. Chris originally installed an external Venturi to create the vacuum for the vacuum instruments; but it was removed when the entire cowl was repainted after installation of the ram air inlet further increasing hp above 200mph. Other options are to install an electric pump or electric instruments.

There are 2 items of damage. 1st, the step on the pilot side broke off when a 400lb uncoordinated "peeping tom" tried to use it. And the 2nd is a 2mm crimp in the Aluminum on the L-wing where the aileron lifted it.

The RV10 is a \$50,000 kit. Chris completed the wings and empennage; drilled, deburred and dimpled all the rest of the aluminum parts. At the time of Chris' cardiac arrest 90% of the pieces had been cleco'd together but had to be disassembled for transport from Nampa to Rigby. The 550hp LS7 engine and PRSU is negotiable, but no modifications have been performed and I'm pricing this air



Fly Market

plane without engine, prop, or instruments. \$6000 leather seats are included. **The Hanger** is a wood frame, 40x40 with a 36ft door that fit my Mooney 231 just fine. All walls, roof, and custom BiFold door have spray on rigid insulation. In floor heat that I've never used, 110/220 electricity, a custom cable assembly with 4-12v motors raise the door. Shower, Sink, toilet all plumbed and work, but water is turned off due to an easily accessible leak, right out in the open. Two water heaters (one for in floor heat), but I don't think they work. Plumbed for propane. Ladder to office upstairs is not very hospitable; I think original builder was planning on marital problems. **I will rent the hanger to whoever buys the airplanes for \$1 per year (max 2 years) if they cover utilities, taxes and insurance for appraised value of \$70,000. I will sell everything (RV7 \$100,000, RV10 \$60,000, Hanger \$70,000, and more than \$10,000 in tools) for \$160,000. I sold my Mooney Rocket on Ebay and plan to put this on eBay in 2 weeks. I plan to sell all for any loss within 2 months, no-matter-what. All information is deemed true by seller, but not guaranteed. Must be verified by buyer. Daron L. Scherr (208)403-2127**

For Sale:

2 B-Model Weedhopper Ultra-lights, 2 C-Model Weedhopper Ultralights, 1 Terratorn Ultralight. One of the C models is wrecked, the rest have weather damage. I have several ultra-light engines & reduction drive units. I also have 8 "Radio Controlled" planes and helicopters in various conditions. **Make offers.** Call if you have questions or are interested or if you know someone that is interested. **Call 201-3025**

MEMORIES - October 2011 @ Smith Prairie, Idaho. Great Fun!



Smith Prairie Courtesy Car: 1943 Willie Jeep with zebra-striped seat covers. Felt like everything was held together with cotter-pins! Now this was quite a dorky ride!!

Smith Prairie Weiner Roast Weekend, & all kinds of Fun!

October 28, 2011



Larry schedules the fall weenie roast at Smith Prairie for 10-29 and I accept his invitation. He wants to fly over on Friday and camp overnight. I'm in favor of a day trip, but his idea is better as you will see. The notice goes to the usual chapter 407 suspects, but only Tom and Carol respond. I bring plenty of warm clothes which are bulky but not heavy. I don't know how we will have room for them but Larry puts everything in a secret compartment in the tail of the plane. Tom and Carol are departing later than expected, and we are a little early, but Tom takes off while we are warming up and continues to extend his lead. We are still able to chat on the radio on the way. Flying over a trailer park I realize how to identify the more affluent residents. They have more tires on top of their homes. We face a headwind but the weather is good otherwise. Our route takes us over Hailey at about 9000, and past Anderson Reservoir we descend, with Larry buzzing Tom and Carol at the airport and the Prairie store when we arrive.

We set up camp in the daylight and Ed Holder (local restaurant owner) arrives with a "1943 jeep" (see page 9 for a picture) for us to use to get to town. Time to go to din-

ner. Tom and Carol will walk and Larry will drive the Jeep. I decide to walk but change my mind and ride with Larry. He goes east instead of west and we encounter many forks in the road. At every opportunity, he takes the worse road, reminding me of an old quote: "Two roads met in a wood and I took the one less travelled."

The Jeep has bad brakes and bad steering and no seat belts. These would be problems if it were capable of high speeds. The loose front end reminds me of the old hymn, "Prone to wander", but the lack of power steering reminds Larry of "Put your shoulder to the wheel". At the end of a logging road, he offers me the chance to drive back, and we pick up Tom and Carol on the way. The Prairie Café/General Store is full of rustic charm and character. We all order the steak dinner [reasonable], and see a plane go over and land at the airport. I volunteer to drive the Jeep back to the airstrip to pick them up, but find the plane is tied down with no one there, so I go back to the Café. Dinner is great and hits the spot, and we have a leisurely conversation during and after. I give an open challenge for a pool game and Carol responds. She has had 2 beers and I win 2 games. Then I play Tom 2 games and lose both. The wood stove keeps the place toasty warm and the evening is full of lively fun at this iconic symbol of rural America, but finally it is time to return to camp.

Larry drives back. The Jeep has only 1 headlight and it works part time. It runs on a

generator rather than an alternator, so it has to be run at the right speed. Larry manages the right gear and throttle settings to keep it winking on most of the time, and this is the subject of much laughter for the four of us. Larry complains about the lack of dashboard lights. I don't know what the fuss is all about. The instruments don't work anyhow.

Camp is dark and we are tired even though it is only 9:30, so we turn in rather than building a campfire. At this point, I discover my car key is missing. A flashlight search is futile and I will look for it tomorrow. I'm surprised to sleep till nearly 0800, by which time Tom is already up and has a fire going. It is calm and not as cold as expected, and warmer and sunny by the time the wind comes up later, so the harsh weather we anticipated is not a factor.

We have brownies and tea for breakfast, and I find my car key under the back seat of the Jeep. This is a cause for celebration. I want to drive the Jeep down the runway, but the battery grinds down as I try to start it. Tom and Larry push it and I put it in second gear and pop the clutch. It sputters to life. [Let me caution our readers not to try this at home. It won't work with an automatic transmission or a fuel-injected engine.] I push in the clutch and rev it up, then shift into first and roar down the runway and back, then Tom does the same thing.

We tell stories of adventures past and it seems like an encounter therapy group for

survivors from a previous trip. I see someone watching us and invite him over. It turns out to be Wayne, a retired pilot. Later I see a Cherokee land and park. It has Nelson, Steve, and Jasmine from China on board. We share our campfire and brownies with all of them, and Jasmine cooks a hot dog over the fire, drinks a Coke, and gets a ride in the Jeep (her first for all three). They depart as we finish our lunch, but we are in no hurry to depart, and finally head for the planes at 1340, taking off about 1400. Tom and Carol go to Jackpot and we fly to Picabo for 5 gallons of gas. We have a terrific tailwind which gives us great groundspeed and Larry has his hands full in landing both here and back at Rigby. We fly a course straight to the Snake River, and then both get some maneuver practice following it. The plane takes 14.5 gallons of gas, good thing we got some in Picabo.

Tom and Carol and Larry and I wish to extend our deepest sympathy and condolences to those who missed this excellent and fun adventure.

....story by Dale Cresap



YOUNG EAGLE'S
FLYIN @ the
Gooding School for
the Deaf & Blind

REMINDER: Contact Dale Cresap if you can volunteer to help. Pilots and Ground Crew are needed. Please step up and help with this wonderful flyin. These kids just love having us down there and we get lots and lots of smiles.

The flyin is Monday, April 30th.

8:00 AM - 12:30 PM

Gooding Airport (GNG)

Dale's phone: 520-8631

WE ARE DESPERATELY IN NEED OF CHAPTER PICTURES!!

Please send us your pictures so we can add them to the newsletter as space allows. Send them to Carol Strong at: carjanst@gmail.com:

Chapter Activities
Weekend Flying Trips
Flyins You Attend
Breakfast Flyins
Any Flying-related activities

Send as a .jpg or .pdf to
carjanst@gmail.com

ADVERTISING NOTICE

Send me your business or personal card. I will include it in the newsletter. Stick it in an envelope and mail to:
438 I Street, Id. Falls, ID 83402

Remember, the EAA Chapter 407 Newsletter (and your card!) is now on the EAA Website. Great place for your card!

OSHKOSH
IS COMING...
AIR ADVENTURE in
98 DAYS! - July 23-29.

REMEMBER

If you loose power in your plane while on a flight and the engine won't re-start, please remember this three things:

1. Fly the airplane. Keep your wits about you and remember to always fly the airplane.
2. Find the best glide speed. Trim the airplane so you can be free to take care of other things.
3. Don't panic. Survival depends on keeping calm and thinking the situation through.