

# "RIVETING NEWS"



THE SNAKE RIVER

## WHO WE ARE

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Chapter Website:	
<a href="http://www.eaa407.org">http://www.eaa407.org</a>	

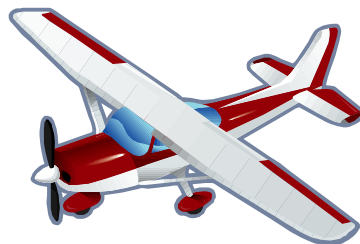
## WHERE WE MEET

We rotate between the ISU hanger at Pocatello Airport and Aeromark at Idaho Falls Airport on the 3rd Saturday of the month at 6pm (except during the summer).

There are some new materials available at our library (located upstairs at Aeromark). We have OSHKOSH Newspapers and some runway incursion videos. Call Paul Tremblay at 522-9930 for help with library items.

Next meeting:  
October 20, 2007- 6:00 PM  
Aeromark @ the IF Airport

Bob Hoff, owner of Aeromark in Idaho Falls and lifetime member of EAA Chapter 407 will provide a dynamic PowerPoint presentation on flying and will relate some great flying experiences.



## YOUNG EAGLES FLIGHTS

Our Rexburg Young Eagles Rally is on schedule for Saturday, October 20th at 08:30. We are still needing pilots and ground crew. Please let Dale Cresap know if you can help in either capacity. Call Dale at 403-1640 or email him at [dccresap@gmail.com](mailto:dccresap@gmail.com) THANKS!

**PARADE SUCCESS!** Saturday, September 1st was a great day. For the first time we had a float in the Eastern Idaho State Fair Parade! We displayed a blue & white Kitfox provided by Ken Collings from Inkom. The plane was mounted on a trailer and pulled down the parade route. As is custom in this parade, several of our members walked beside the float handing out candy. A great time was had by all and we all agreed that we will do it again next year, but bring at least 15 bags of candy. We did get some new members after they saw our float!



## President's Message:

Airplanes have been a part of my life since I met Terry. One sunny afternoon back in our dating days, we decided to visit his parents. During the visit, everyone in the room jumped up and ran outside. I just sat there. (a family fire drill ?) I slowly followed them outside and found them all watching a small airplane flying around the neighborhood. ( a very strange family ! ) Well, as the years have gone by, I too have caught the "air raid disease". I now go running out to see what is flying overhead (I caught myself running out of the Post Office the other day, and had to laugh). The dental office where I work in Blackfoot is near the south end of the runway. So I find myself running to the window whenever someone flies over. I'm sure anyone watching gets a good chuckle. But, if you are as guilty as I am, you will know that the reward is in the seeing: a bomber, a P-51, a classic, or just someone that you know. ( Hi Pete ). Happy Flying - Be Safe. See you at the Blackfoot Fly-in Breakfast. NATALIE

Contact John Bakken at 238-0754 if you need a "plane built" patch.



We run classifieds. Send us your list for sale and we will publish it for you.



Come to the next meeting and register for our big Christmas prize.



Published in the RUDDER FLUTTER, Fall, 2007

## "ISU Aircraft Program Official Retires"

By: Angela Askey, Community Relations Specialist, ISU College of Technology



Pocatello - John Bakken, Aircraft Maintenance Technology Program Coordinator, retired after 28 years of service at Idaho

State University's College of Technology. Bakken, originally from Harlowton, Mont., began his aviation career in 1963 after attending the school of Aeronautics and Related Trades in Helena, Mont. He received an Airframe and Powerplant Mechanics Certificate and moved to Idaho Falls, to work for Pete Hill. Over the next 13 years he worked at the Idaho Aviation Center, Reeder Air Service, and Red Barron. In 1977 he moved to Pocatello to work with Northwest Aviation. A couple of years later, with encouragement from his friend, Gene Richards, he started teaching in the Aircraft Maintenance Technology program at ISU.

When asked what the highlights to his career have been, John reflects on the work

that the team of instructors has accomplished over the years and how the program has become viable. He said, "It takes a team to make something work. Working at ISU has been good for me and I will miss working with the students, faculty, staff, and customers."

He adds, "Seeing the students graduate and successfully obtain employment in airframe and power plant is one of the biggest rewards. The education I received by working with our students probably outweighs the education I provided."

John was awarded the National Experimental Aircraft Association's Major Achievement Award in 1992 and the College of Technology Outstanding Achievement Award in 2002. He is leaving ISU with emeritus status.

Most of John's life has been spent in aviation, not only as a career, but hobby as well. He built his own airplane, a Vari Eze made of foam and fiberglass. He has built and repaired many other planes. He plans to continue to work on planes and spend time with his wife Sandy and their family, most likely flying to see their five children and nine grandchildren. He also plans to continue to support the Aircraft Maintenance program, hunt and fish.



## Chapter 407 Classifieds

**For Sale:** ACS Fuel primer with adequate Cu tubing, Spruce 05-19920 - \$45.00. "Usher" type Cab heat box [2in tubing], Spruce p 295 2005/2006 cat. -\$75.00. 2 inch tubing to sheet metal Al flange - \$3.50. Exhaust cabin heat "valve" for \$25.00. A-820 type throttle friction-lock cable, 1/2 thread, 6 ft, 0.075 solid wire - \$25.00. 2 ea. Mixture/etc, 48 inch, 3/8 threads, 0.06 dia solid wire - \$15.00 each. Potter/Brommfield Breakers: W58 type, 4ea 1amp; 3ea 3amp; 5ea 10amp - \$3.00each. W23 type, 2ea 10amp; 1ea 15amp - \$7.50each. All items are new and never been used. Call 523-8132 or 520-6671.

**Needed Hangar Information:** My name is Walter Dean Byers. The family and I have been trying to move to Idaho Falls from southern California as soon as we can sell the house. Your July newsletter suggested contacting you if hangar space was needed. I have a Varieze. What is the current status on hangars there? Either Idaho Falls or Blackfoot would be the best location. Are there any for sale? For rent? Currently I am renting in Lancaster, California for \$350/month. I belong to the EAA Chapter 49. Any help would be appreciated. I met John Bakken in January 2007 when we were visiting your area. Write me if you have any info at walt@osioda.com. Thanks!

**For Sale:** 30 amp ammeter, Westach, installed but never used - \$50. 12" spinner (uncut) w/ 5/8" mounting holes - \$100. Airwolf spin-on adapter for remote firewall mounting for a Lycoming or Continental engine, including AN-8 size nipples & O-rings for 1/2" oil lines, separate firewall mount required which can be purchased from an auto supply store - \$250. Turn & Bank indicator (Schwien), runs quietly - \$75. PS Engineering 4-channel panel mount intercom, no harness - \$50. Lycoming vacuum pump drive, appears to be P/N LW-10305 - \$100. Call 208-317-4101.

**Looking To Find:** FROM: Russ Lassetter, EAA #0448996, Cleveland, Georgia. Phone: 706-348-7514 and Email: rblasset@alltel.net. I am helping a fellow (Jerry Yagen) at <http://www.fighterfactory.com/> We are trying to locate World-War-One era engines/airframes or replicas: Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhone, Gnome, other rotaries, etc. If you know of anything for sale or trade, I'd appreciate any information. I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum, etc.) if I can be of service to anyone.



## NEWS YOU CAN USE

EAA Speakers Bureau Now Available. If we are looking for guest speakers for chapter meetings, the bureau had people speaking on all aviation topics. Let Natalie know which topics are of interest. You can find the list of speakers at <http://www.eaa.org/chapters/speakers/>

Our chapter voted to order 50 EAA Calendars. They will be on sale for \$8.00.

Our EAA Chapter will be the proud sponsor of two - \$250 scholarships for the second semester of this school year.

**IMPORTANT:** Elections for Chapter Vice President and Secretary will be in November. The committee is in the process of rounding up those willing to participate as an officer for two years. BE SURE TO VOTE. Call Hal Johansen at 522-7297 or email him at [haledie@ida.net](mailto:haledie@ida.net) for questions.



Casa Grande, Arizona

October 25th - 28th. SEE YOU THERE.

## UPCOMING MEETINGS

November 17th - Frank Lester from the Idaho Transportation Department, Division of Aeronautics, will be our guest speaker. He is their Safety & Education Coordinator and will talk to us about what his agency and division can do for us as general aviation pilots. Come with lots of questions.

December 8th - This is our annual Christmas Buffet & Party. Always a favorite, we will meet for our pot luck evening at the upstairs level of Aeromark in Idaho Falls. More information to follow in the November newsletter.



# "Show & Tell Saturday"



Here is just a sampling of our Show & Tell meeting last month in Pocatello. We had Mark Edwards (Rans S-6), Bill Smith (avid flyer), Mark/Bill (Sonex), Terry Bergevin (Sonex), Pete Stewart (Murphy) and Ellis Lipe (Pacer clipper). Jim Baker and Paul Tremblay drove in - "a good turnout of wives too".....a great meeting!

## TRAVEL NOTES

**From Les Stone:** Flight to Logan, Utah, 130 miles from Rigby. Beautiful scenery this time of year. Ate at Hamilton's (steak and seafood). Restaurant is less than 5 min from airport in courtesy car. You could easily walk to Hamilton's if courtesy car was taken. Hamilton's is a beautiful restaurant with excellent food and reasonable prices. The people at Leading Edge Aviation were extremely helpful and friendly. Lots of student pilot traffic in the area. Worthwhile trip - Les

**From Larry Hobbs:** Thursday (9-27-2007) was a beautiful day, so I decided to take a little flight. Got to the airport just as three (3) gorgeous P-51 Mustangs were taking off. The sound of them alone was thrilling!!! I then flew east over the Caribou Mountains, into Star Valley, Palisades Lake, and in and out of numerous valleys, taking lots of pic's. Returned to Idaho Falls on runway 2 after 3.4 hours of non stop flying. It was great. Part of the reason for the flight was to use up some time so I could get to my hour oil change and that I did and now have 550.0 hours of air time on my plane. Till later - Larry

Color at its best!



## TRAVEL NOTES

**From Larry Hobbs:** Kevin and I took an overnight trip to Montana Friday 9-14-2007 and back home early Saturday morning. We started out early Friday morning and smoke from all of the fires made horizontal visibility almost zero - we climbed to 9500 msl, Past Sawtell Mountain near Henry Lake, we descended into Ennis, Montana at Big Sky and landed to top of the fuel tanks. Spent the night at Townsend, Mt where we meet Mike Ferguson (Northwest Regional Representative AOPA) who was gracious enough to allow us to pitch our tents on his lawn and invited us to use his pilot lounge (his home, airplane hanger and work shop are all in one and right on the airport). Fantastic! A fellow there had a collection of model airplanes of World War II era that was unbelievable. We returned Saturday AM. Larry



Kevin, Do you always have this much fun filling your tanks?

Nice model airplanes!



## TRAVEL NOTES

**From Tom Strong:** Sunday, September 30th, I made a quick trip up to Alpine, WY. What a pleasant surprise to see a new and improved airport. The runway has been re-paved and painted. New houses and hangers are popping up on both sides of the runway. Alpine looks to be in a major growth spurt. For us pilots, the biggest improvements are the new self serve gas at the south end priced at \$3.90 and the 9 tie downs just across from the fuel. From the tie downs it is a 15 min walk to the highway. Into town was another 10 minutes. Tree color was magnificent!

Alpine view after takeoff



New self-serve gas available

## TRAVEL NOTES

**From Mike Evans:** I attached a photo I took on my way up to Flathead Lake, Montana on Tuesday, September 25<sup>th</sup>. This is north of Salmon. I thought the fresh snow and reflection off the bottom of the wing looked cool. As pilots we are privileged to view God's handiwork that mere mortals never get to see. Mike



**COUNTDOWN TO OSHKOSH**  
For July 28-August 3, 2008

9 MONTHS - 3 WEEKS - 2 DAYS



## RIVET POPPERS

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire. The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!"

The tense man sitting in the pilot's seat swung the plane into the wind and soon they were in the air, though flying erratically. "Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures." The pilot replied, "You mean you're not the flight instructor?"



Reported problem: Friction locks cause throttle levers to stick. Solution: well, that's what they're there for.

Reported problem: Aircraft handles funny. Solution: Aircraft warned to straighten up, "fly right" and get serious.

## SAFETY CORNER

### “Pull Pitch and Take It Around”

Used with permission from the author, Len Kauffman. He is an EAA Chapter 105

Member at Twin Oaks Airport near Portland, Oregon. Published in their April 2007 Newsletter.



“If it doesn’t look right, pull pitch and take it around”

“If it doesn’t look right, pull pitch and take it around”

“If it doesn’t look right, pull pitch and take it around”

The smart looking Captain, in starched and pressed Khaki uniform, is at the instructor’s lectern beginning the class:

“If it doesn’t look right, pull pitch and take it around”

“If it doesn’t look right, pull pitch and take it around”

It’s early 1967 at the Army’s Primary Helicopter Training Center, Fort Wolters, Texas, and I’m in class with around 50 other green Lieutenants. We spend half a day at the flight line and the other half in class studying the multitude of topics the Army wants us to know. The Captain continues:

“If it doesn’t look right, pull pitch and take it around”

“Pull pitch and take it around”

“Pull pitch and take it around”

In a helicopter, pulling pitch means raising the collective (the lever next to your left leg) to increase main rotor pitch while rolling on throttle (at the end of the collective) to maintain RPM. It’s the equivalent to adding throttle and raising the nose in your airplane for a go-around.

“If it doesn’t look right, pull pitch and take it around”

“Pull pitch and take it around”

“Pull pitch and take it around”

All of our instructors are Army Aviators who have served flying tours in Vietnam. They have walked-the-talk and are the source of valuable information that will hopefully keep us alive. They are almost universally good instructors.

“If it doesn’t look right, pull pitch and take it around”

“Pull pitch and take it around”

“Pull pitch and take it around”

We’re getting the idea he’ll be discussing go-arounds today. But this class has been in progress for some time now and we’ve only heard eleven words.

“If it doesn’t look right, pull pitch and take it around”

“Pull pitch and take it around”

“Pull pitch and take it around”

By now everyone is beginning to wonder what’s wrong with this guy? Why is he wasting our time with this gibberish? We’re glancing at our buddies and making gestures about this piece-of-work. A little snickering here and there. Unaffected, he goes on:

“Pull pitch and take it around”

“Pull pitch and take it around”

“Pull pitch and take it around”

I’m feeling somewhat embarrassed for this guy while he stands there making a fool of himself.

“Pull pitch and take it around”

“Pull pitch and take it around”

I won’t go on as long as he did, but I’ll tell you one thing. Forty years later, I remember those eleven words more than anything else from our nine months in class. And I don’t snicker now. Today when I approach an airfield with any degree of difficulty, in the back of my mind I replay, “If it doesn’t look right, pull pitch and take it around.”

Every approach is a moment-by-moment assessment of airspeed, descent angle, wind, runway condition, obstacles and airport environment hazards such as other aircraft, vehicles and animals. If it doesn’t look right (without time to correct) we must “Pull pitch and take it around.” At some airports we don’t have the privilege of going-around. The now closed Flying M and Idaho backcountry airports come to mind. There a decision must be made early and if there is doubt, “Pull pitch and take it around” before that option is lost.

Over the years I’ve been in numerous classes, training sessions and investigations studying aircraft accidents.

A good number dealt with hot, long, slow or unstable approaches. If those guys had only “pulled pitch and taken it around” they might not have turned into study material. The light plane over-shoot/over-bank to final stall spin accidents also fit in here. I’m sure that many of us have salvaged landings when a more prudent option would have been to go-around. Pilots remain committed to a less than desirable approach for a number of reasons. It might be pride. Could be the mindset “I’m going to land this thing now, no matter what.” Or maybe tunnel vision on the runway causing other important items to be overlooked – like airspeed, wind shift, aircraft taxiing onto the runway or landing in the opposite direction, a deer approaching the runway, etc. We’re more likely to have tunnel vision when we’re stressed or uneasy about the landing situation. That alone might be a good signal to “Pull pitch and take it around.”

The traffic issue is a big one around airports. There have been accidents where the landing aircraft struck another that was holding in position on the runway. Obviously, there was controller error in those cases (at towered airports) but it’s still the pilot’s responsibility to see and avoid ANY obstruction. I remember seeing a low wing and a high wing nearly collide on final at Albany years ago. Another time I was turning final from right base for Scappoose Rwy 33 when I noticed a Cessna turning final from left base. We didn’t nearly collide, but came much closer than I would like. Why didn’t I see it sooner? I simply was not looking for aircraft in that position. I should have, since some folks may not know that right traffic is used 33. And we should always watch for taxiing traffic and opposite way traffic that may not see us or hear our calls. Not everyone has or uses a radio. Traffic conflict equals go-around in most cases. We may see increasing go-arounds at Twin Oaks (Oregon) as more aircraft land on Rwy 20. How often do we complete a run-up at 20, check downwind, base and final for 02 traffic, and then takeoff without looking to the North? Pilots on final for 20 should be primed to “take it around” when an aircraft is holding at 20. Remember the Kenny Rogers song, **“Know when to hold ‘em, know when to fold ‘em”?**

Let’s think about it this way: We must know when to hold onto the approach and know when to fold it and go-around. Kept in mind and used properly, it’s a practice that could help keep us and our passengers alive and well.