



THE  
SNAKE  
RIVER

# "RIVETING NEWS"



## Who We Are:

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Secretary: Brad Fell	522-6443
Treasurer: John Bakken	238-0754
Newsletter Ed.: Carol Strong	529-1608
Librarian: Paul Tremblay	522-9930
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Web Master: Harold Mothersill	524-6204
Sport Pilot Liaison: Jim Baker	357-2437
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).



THINK SPRING

## President's Message:

Hi from Moreland... I finally have a few minutes to work on the newsletter. I am sending this and another email today to you.. Sorry I have been so busy.. I still have a goal of the 1st of each month.. Will try harder....

Every so often, I get a package in the mail from Oshkosh. Some are expected and some are a surprise. The video " Oshkosh, The Spirit of Aviation" was one of the wonderful surprises. I cannot describe the flood of emotions I felt as I watched the video at our March chapter meeting. Many of you witnessed my tears as I fought to regain my composure and continue the meeting. This is evidence of my feelings of Oshkosh and Air Adventure.

We did not watch the entire movie because there were added features. Later, a few of us watched the rest. It was wonderful! We have a few copies for the chapter to share. They are available to be checked out. This video is a "must see". We are working with Channel 10 to show the video; also, it is available to schools, museums, or any organization that would like to show it. **"Warning!"** Please be aware that watching this video will create an enormous desire to go to Oshkosh to experience the gala for yourselves. Natalie

## EAA CHAPTER 407 MARCH 26, 2008 MEETING MINUTES:

The March meeting of Chapter 407 was held at the I.S.U. hanger at the Pocatello Airport. Natalie Bergevin conducted the meeting. Business items discussed were: the aviation seminar to be held on April 23rd at University Place (see notice on page 2 of this newsletter). Natalie handed out a survey from the Idaho Falls airport tower. They wanted to know how their service at the tower at KIDA rates. John reported on the finances of the chapter and stated that there are about 35 members that have paid for the year.

Our program for the evening was three great movies/documentaries: The first movie, "[Oshkosh-Spirit of Aviation](#)", gave an overview of the entire week at Oshkosh. As narrated by [Harrison Ford](#) (yes, the movie star that is also Chairman of the Young Eagles Program), the movie filled us with inspiration and the desire to go to Oshkosh. The movie made you feel like you needed to be their from start to fin-

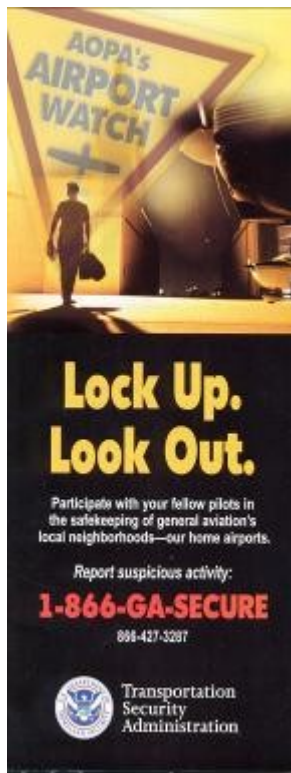


ish so you would not miss anything. After an intermission of homemade popcorn and veggie snacks, we returned to watch "One Six Right-The Romance of Flying" -the story of the southern California Van Nuys Airport (ranked as the World's Busiest GA Airport!) The film dispels common misconceptions & opposes criticism of General Aviation airports. It covered the history of the Van Nuys Airport and what they have done to keep the complaints about aircraft



noise down and bring awareness to the public on the benefits the airport provides to its surrounding area.

The last movie was "AOPA's Airport Watch". Breaches to airport security can happen anywhere. No matter where you fly, security affects you and your ability to fly. Pilots are the first to know when someone doesn't belong at the airport or some activity is not the normal routine. So it is important to monitor and help pre-



vent incidents from happening. We need to make sure our aircraft and our airports are safe and secure.

We didn't have our monthly "Bring a Buck" contest, but we did have the monthly attendance raffle. Brad Fell won the prize of a 16pc precision screw driver set.

Brad Fell

### APRIL 23RD REMINDER

Sparky Imeson is scheduled to speak in Idaho Falls on Wednesday evening, April 23rd. The seminar will start at 7:30 PM and last until about 9:00 PM. His topic is "Crash in the Mountains, A Story of Survival." The presentation centers on his accident last spring and what he could have done to prevent it. He will also talk about mountain flying and survival. Once again at University Place in Idaho Falls on April 23rd at 7:30 PM. It will be held in the auditorium down the hall from where we had the last one. Natalie will be there at 7 PM to help direct you to the auditorium. The sponsor for this event is the Boise FAASTeam.

"Earn a candy bar by bringing a guest!"  
Lets fill the auditorium!!

Please Note: these seminars can go on your certificate.

### 1st Saturday Breakfast Fly-ins



May 3rd - Jackpot, Nevada. Try to arrive there by 9:00 AM and we will walk over to the wonderful All You Can Eat breakfast buffet @ Cactus Petes.

June 7th - Dell, Montana. Always a treat, we will meet at the Calf-A around 9:30 for a grand breakfast. This is also within walking distance from the airport.

June 28th - SLC Chapter 23 invites us to join them for their breakfast fly-in at Wendover. Meet at the Wendover Airport by 9:00 AM.

July - Family Ice Cream Social. Details to be determined.

August 8th-9th - 2nd Annual West Yellowstone Camping/Breakfast Flyin. Watch for details in future newsletters.

#### Future Locations

Burley - Nice Mexican Restaurant for lunch within walking distance of 6 blocks

Alpine - "The Coffee Cabin & Bakery" GREAT Breakfast!! Authentic New York bagels, breads, muffins too. Can walk to the restaurant in <30 minutes through nice subdivision.

Please - give us your breakfast ideas!!!



**FUN & FOOD!! May 30-June 1:**

The B-17 Tour Stop is at the Ogden Hinkley Airport with a Fly-in Breakfast For Everyone sponsored by EAA Salt Lake Chapter 23 on Saturday morning, May 31st.

There is plenty of ramp parking on both sides of the B-17 that will be right in front of the terminal. They will have ramp people there to direct incoming traffic. Air-Nav has all the current scoop on KOGD. There will also be a Young Eagles Rally that weekend.

EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress "Aluminum Overcast." One of only 14 Fortress's still flying, Call 800-359-6217 for details and times! FLY ON DOWN, 9:00 IS BREAKFAST. COME HUNGRY! ...and MEET SOME FRIENDLY NEW FOLKS.

17TH ANNUAL NORTHWEST RV FLY-IN in Scappose, Oregon. This will be on June 14th. Contact Joe Blank at [jeblank@molalla.net](mailto:jeblank@molalla.net) for details.

2008 AIR MAGIC VALLEY AIR SHOW in Twin Falls, Idaho. This will be July 26th-27th. It will feature the US Navy Blue Angels. Contact the events director for info at 208-420-8719.

3RD ANNUAL SANDPOINT FLY-IN in Sandpoint, Idaho. This will be on July 5th. Contact Jan Lee with EAA 1441 at 208-255-9954.

WINGS OVER BAKER AIR SHOW/FLY-IN in Baker City, Oregon. It will be July 25th-26th. Call the event director for details at 541-523-4539.



**CALLING ALL VOLUNTEERS TO  
FLY & HELP MAKE SOME KIDS  
VERY HAPPY**

**"3RD ANNUAL YOUNG EAGLES FLY-IN @ THE IDAHO STATE SCHOOL FOR THE DEAF & BLIND"**

This will be held on May 7th and we need your help to make this a success. We have started a great tradition and the school and kids are very appreciative.

Volunteers are needed to fly boys & girls throughout the morning. And we need volunteers to help with registration also.

The school provides lunch for us and we will be done by early afternoon. The kid's just love this event and we have a wonderful all-school turnout!

Please call Dale Cresap at 529-0377 if you have questions or if you can help!

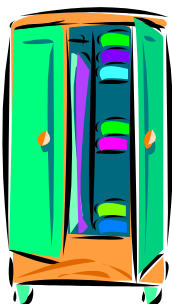
This event has been posted on the EAA Aviation Calendar of Events Webpage.  
REMEMBER: You earn Credits for flying in the Young Eagle Fly-ins.....



NATALIE'S  
NOTES

Note 1. As summer gets closer, the weather will begin to improve. We have some wonderful 1st Saturday breakfasts and so we invite you to come and join us. They are a great way to spread the news of our chapter.

Note 2. We are looking for a very nice bookcase for our library of magazines. It needs to be able to be locked. Please contact me if you know of any one who has one that the chapter can purchase.



Note 3. I am looking for a light weight bag, or a basket for our refreshment supplies.



Note 4. I need a special volunteer to take care of a much needed job in the chapter. A person who is willing to take care of sending **thank-you cards** to speakers, teachers, chapter guests, and special volunteers.

**THANK YOU**

Note 5. We have several new members. Welcome! Please come rub shoulders with some great people. New and old members alike benefit from your presence!

Note 6. Think back to the 2006-2007 year. We are compiling a Young Eagle volunteer list of pilots and ground crew for that year. Please contact Dale Cresap or myself if you did help that year so we can add you to this historical list.

Note 7. We have many chapter posters that are laminated. We are trying to get members to distribute them throughout the valley. It is a wonderful way to advertise our chapter. Help us get them out to all the airports and pilot hangouts. These posters will be available at our meetings.



Note 8. My last note is to each of you. You make our chapter the greatest! Thanks for all you do.



The Sport Light  
It's Coming Together!  
By  
Jim Baker



It's a known fact that some aviation communities around the country have fully embraced the Sport Pilot/Light Sport Aircraft concept. Most of these are in high population density areas where the schools/instructors felt there was no risk in having an LSA in their fleet (however large.) Schools and instructors in less densely populated areas have been reluctant to incur the cost of an LSA and the accompanying insurance, storage, inspection, etc., obligations because they have not been able to see a way to be profitable. We live in just such a low population density area.

Attached to this newsletter, and previously e-mailed to some members, is a survey form. This survey form is very critical to the efforts in promoting the Sport Pilot/Light Sport Aircraft program in our area because, with it, we can gather the information needed to counteract the impression that there is not a pilot/population base locally big enough to support a Light Sport Aircraft. PLEASE fill out the survey form as quickly as possible and get it back to me any way possible. Because I have been busy!

During my travels in my work, I recently spotted an Ercoupe sitting at a local airport. When I spotted it the third time at

that same airport, I just HAD to stop in and find out who it belongs to. Well, I found the owners, and discovered that they have TWO Ercoupes (one still has the wings off from being transported.) Both of the Ercoupes are 415-C models with the rudder pedal conversion installed. The owner knew of the Sport Pilot/LSA program, but didn't think there was enough interest locally to warrant them keeping one of the Ercoupes here as a rental and training aircraft (one of the owners is a CFI). I have two owners now interested in keeping at least one of the Ercoupes here as a trainer/rental, but we need the survey information to show them that they won't be losing money. To all of you Private Pilots, please also fill out the survey form since this could end up being a modest cost and temporary replacement to rent if and when your own plane is out of service for some reason. And one to consider if you don't yet have a plane of your own (my position!)

I want to thank you all in advance for your assistance in this matter. This could end by being a great benefit for us all!  
-Jim



## TECHNICAL COUNSELOR'S COLUMN by Paul Tremblay

Yawn....! Oops, it's getting light out earlier, snow's nearly gone - Time to get the other young lady in your life up and awake to fill her wings. If you haven't aviated since putting her up for the winter, there is a long list of things to get your craft ready for the spring. Wha'...? Me!??? I guess that I am no more ready than she to leap back into the sky without some preparations.

First things first, of course. We left off a couple of months ago with the engine pickled, battery on the float, etc. Now we must reverse the process. Remove the dust covers from wings, fuselage and windows being careful not to scratch paint or acrylics.

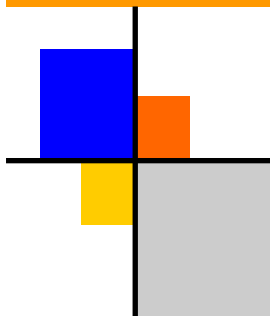
Now is a good time to have the covers cleaned and afterwards stored in clean plastic bags for next use. Those type that you can evacuate with a vacuum cleaner make a nice compact package that'll keep them out of your way more easily.

Next, go around the ship removing dessicant bags, tape and signage from the exhaust-pipes you inserted them into a few months ago. Remove the dessicant plugs from the top of the cylinders and insert the proper spark plugs and reconnect the ignition wiring. Remove all seals you installed as anti-rat/bird/mouse blockages from the fuselage

penetrations along with all tape, trash and streamers. Clean up after the mouse that was persistent enough to use the facilities after all... Remove the corrosion inhibiting paper and thoroughly wash and wax the plane. Remove the mouse rings from the landing gear if present and check all the certification papers (remember ARROW?) for currency. Reinstall that well-maintained battery and check your electrical instruments & radios for correct functionality. Did you remember to check that pesky ELT. Be aware that the old 121.5/243 units will no longer be monitored by either the Russian or U.S. satellites. (They will still be monitored by many local airfields and the CAP when training or on searches) Make sure to install the state license tags if due.

Now, prepare yourself for your first flight in the last few months.

To minimums, make yourself aware of any changes in FAA rules for your license class since last reviewing them. Did you know that in the aggregate, there are more than 700 regs in the FARs? Depending on your certifications, you may be responsible for all of them! Are your maps out of date? Medical or biennial due? It never hurts to get in touch with your friendly CFI to sharpen first your ground school knowledge and take him along for a critique on that first flight. Use the first flight to heat up the engine for the oil change to follow. (You really didn't think to use the oil you put in three months ago for your first 25 hours this spring, did you?) Have the CFI monitor your pre-flight. Had



OSHKOSH  
TIME  
3 MONTHS  
1 WEEK  
2 DAYS

you remembered to remove the gust locks we discussed last time? Don't worry about using a little extra fuel to take along a passenger, especially since he could save your bacon in an emergency.

Av-gas is still cheaper than the cheapest bottled water available from Wally-World. (even at 50 cents a 20 oz. bottle, that works out to more than double what a gallon of fuel costs). [Incidentally, did any of you catch the announcement of the new Bakken oil field in Montana/North Dakota/Wisconsin and Wyoming? There is more than twice the proven oil reserves of Alaska to be found there. Hmmm!?? John, do you have anything to tell us???

A very useful tool to take along that first flight is a copy of the practical test standards. You can probably perform those tests better than your initial quals, but it never hurts to challenge yourself with some of the maneuvers that you haven't done for a while. When's the last time you practiced short field landings and take-offs? How about slips or crabs?

We're occasionally asked about personal "exploits". I took my youngest son up for some of the before-mentioned practice. During a steep approach to the simulated short field, his response was "Dad! This isn't an elevator!!!". Later, I showed an FAA examiner the same thing. His quiet comment was, "I said to simulate a fifty-foot tree, not a 200 footer!".

By the time you get back from this trip for the now \$150 hamburger, you'll be current. Now get her current with the oil and filter

change and you'll both be ready for a summertime of fun. Make sure your insurance is up-to-date and take one of the Young Eagles for a first ride. -Paul



### Women Aviators of Tomorrow ... Begin Today

Your chapter can make a difference in a young woman's life by sponsoring her to participate in the annual *Women Soar You Soar* conference.

This year, *Women Soar You Soar* will introduce 150 girls to a variety of aviation and aeronautical activities, including flight simulation, workshops, wing rib assembly, and mentor sessions.

Registration has just begun ... giving your chapter the opportunity to help an interested young woman fulfill her aviation dreams and possibly pursue a life-long career.

EAA's fourth annual *Women Soar You Soar* event will take place July 28-29 at the EAA Aviation Center in Oshkosh and is open to girls grades nine through 12. Applications will be accepted through June 30, 2008, and are available online at [www.airventure.org/womensoar](http://www.airventure.org/womensoar). The conference cost is \$50, which includes lodging at the University of Wisconsin, Oshkosh, meals and admission to EAA AirVenture Oshkosh, "The World's Greatest Aviation Celebration."

Consider sponsoring a young woman's registration and transportation fees to the conference so she may experience a thrill of a lifetime. Space is limited so contact us today by email at [womensoar@eaa.org](mailto:womensoar@eaa.org) or call 1-800-236-1025.



Natalie With  
Famous Bob Hoover



# CLASSIFIEDS

**For Lease:** Rigby Airport Hangar Space \$100 Access Fee & 10 cents per Sq Foot of hangar size. Call Larry Boam for more information at 754-4352 or 521-0679.

**Wanted-Spruce wood.** I am making a North Alaska Retrieval skin-on-frame kayak ( <http://www.clearstreamwood.com/kayaks/sof.html> ) I would like to use aircraft quality spruce for the frame. I use so little wood that ordering the wood makes it prohibitively expensive. I need any left over Spruce scraps that anyone is willing to part with. You can email me at: [bcanderson@cablone.net](mailto:bcanderson@cablone.net)

**For Sale:** Garmin 296, used. Excellent condition. It comes with a 12V charging cable, USB cable, antenna, auto mounting yoke, manual, current software and Jeppesen database. Reduced Price. Now \$800. Call 529-1608.

**For Sale:** Plane: Interstate S1A Cadet, Year 1941, \$22,000. Recently reconditioned 2-place tandem seater. Tail-wheel aircraft. Located in Blackfoot. Once owned by actor Andy Devine. This meets all qualifications for a Light Sport Aircraft and can be flown by Sport Pilot Certificate holders. Call Ellis @ 208-785-6331. Anxious to sell.

**For Sale:** 30 amp ammeter, Westach, installed but never used - \$50. 12" spinner (uncut) w/ 5/8" mounting holes - \$100. Air-wolf 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 (Schwieb), 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.

**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/Broomfield 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.

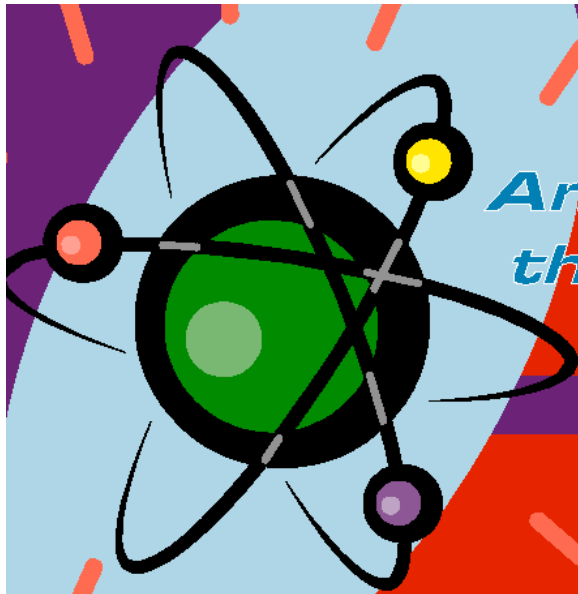
**For Sale:** TERATORN TA Ultralight. Rotax 377 engine, new reduction drive, runs and flies great. \$1,850.00. Call 208-684-3897.

**For Sale:** Plane: Piper Pacer PA-20/16, Year 1950, \$27,000. Extensive modifications made to make it an exceptional flyer. Control yokes have been replaced with sticks. Tail-sheer aircraft. Four seater. Located in Blackfoot. Call Ellis @ 208-785-6331.

**For Sale:** 1999 Seawind Amphibian (photo below). \$400,000 or best reasonable offer. Mint condition - only 58 hours on both the airframe and the engine. It is fully loaded and has been in a hangar from the beginning in Phoenix, Arizona (Deer Valley Airport - DVT). Owner must sell due to a life-threatening illness creating high medical bills. Contact Dave Lanman at 602-432-8356 or send an email to: [dwanman@cox.net](mailto:dwanman@cox.net)



Please send your ads or deletions to Carol at [tstrong@ida.net](mailto:tstrong@ida.net). Thanks.



Contact Kermit Bunde  
at 526-5188 for  
reservations

## An evening at the INL UAV Hanger

What pilots need to know  
about flying near the INL Site

Wednesday, April 30  
7:00pm - 8:00pm  
Building IF-613  
2095 North Boulevard  
Idaho Falls, ID

Sponsored by the Idaho National Laboratory and the US Department of Energy

Sponsored by the INL & Department of Energy, Wednesday evening, April 30th, will be an informative presentation on the INL UAV Program (Unmanned Aerial Vehicle). Come to the North Boulevard complex to here what pilots need to know about flying near the INL site. Turn north on Boulevard @ the light on Anderson. 2095 Boulevard will be over the tracks and on your left in a grey concrete building. Call Kermit Bunde for reservations so they will know how many people are coming.

### Submitted by Member Nate Smith:

Its big, its new, and its MADE IN IDAHO! Listening to the tower frequency Monday afternoon, my interest was perked up when an unknown aircraft announced the intention to land. The tower inquired if the craft was an experimental. "No" said the pilot, "it was a Q100". The tower, not convinced, asked who manufactured the plane. The pilot said, Quest Aircraft.



A quick check on the internet and I knew the plane was the new Quest Kodiak, the newest form of the bush, short takeoff and landing, heavy hauler. My interest awakened, I had to drive out and take a look. Serial #2 of the Quest Kodiak had stopped for fuel. The tower nor the Aeromark staff recognized the plane. After a short visit with the pilot and a photo, I returned to work. About 4 PM, the plane departed with a potential opportunity to show off, as the tower requested a quick departure for landing traffic. Nathan Smith





## CHECK THIS DEAL OUT!!

From: [dadweiss@mac.com](mailto:dadweiss@mac.com)

Subject: J-3 Replica Project

Date: Wed, 2 Apr 2008 13:31:06 -0700

Hi, My name is Mark Weiss. I am the webmaster for EAA 782 org.

I may have an opportunity for someone. A few years ago, while I was gainfully employed, my sons and I bought a J-3 Replica project to complete. It was only a few months after that, I found myself looking for work, and now we are moving from the Vancouver area in the next few months. So I want to sell the project.

Wag-Aero Sportsman. I have the plans complete. Fuselage is done, including landing gear, wheels, suspension, seats. Empennage is done. 1/2 of the wing ribs are done. All of the leading edge parts are done, all four wing spars are included. Windscreen is included. Ailerons are done; however, the guy I purchased it from could have done a cleaner job on installing the metal on the trailing edge. I believe that needs to be reworked.

I have done basically no work on it, except to store it. Big bummer for me. It is in Vancouver, Washington in my shop ready to move.

I have \$8000 into it. Willing to sell for \$6000. You can see pictures of it at:

<http://homepage.mac.com/dadweiss/PhotoAlbum21.html>

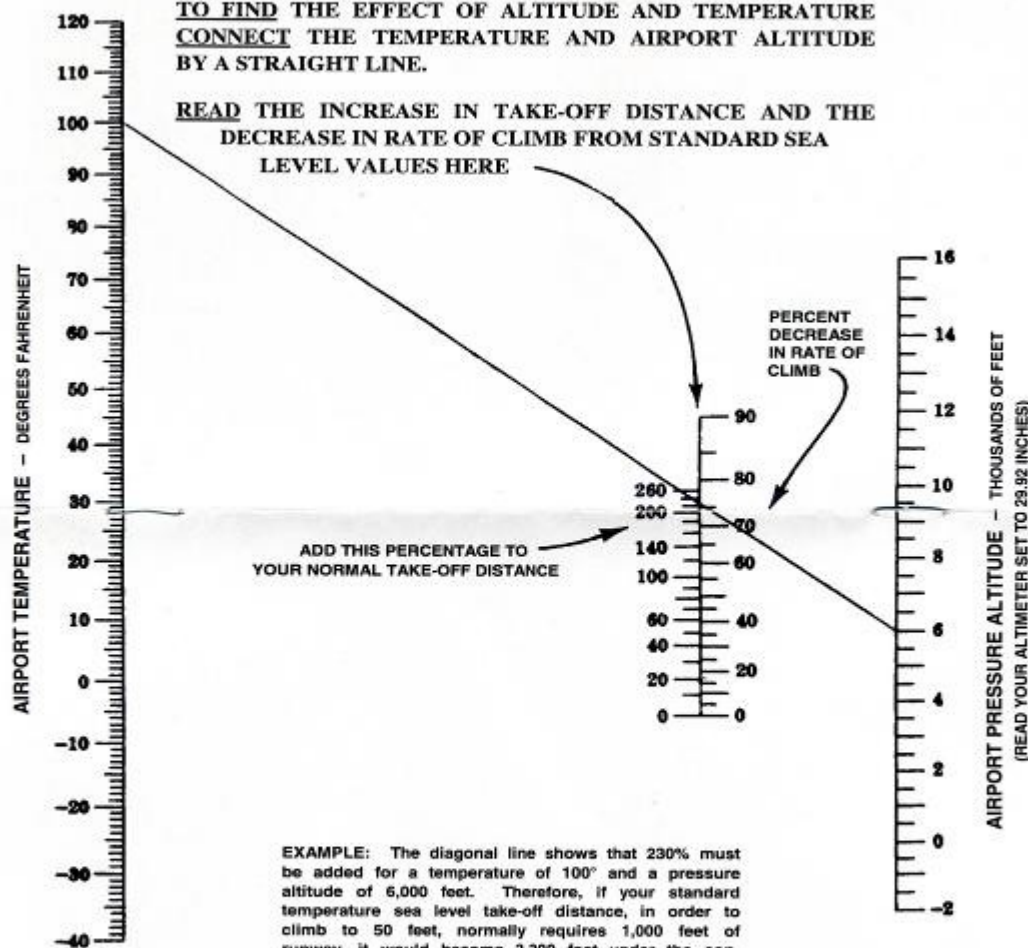
PS. I hope it is appropriate to tender this offer through the EAA chapters. I have advertised on Trade-A-Plane, and had no responses. Thanks, Mark Weiss

<http://trustthechildren.blogspot.com>

### THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS

TO FIND THE EFFECT OF ALTITUDE AND TEMPERATURE  
CONNECT THE TEMPERATURE AND AIRPORT ALTITUDE  
BY A STRAIGHT LINE.

READ THE INCREASE IN TAKE-OFF DISTANCE AND THE  
DECREASE IN RATE OF CLIMB FROM STANDARD SEA  
LEVEL VALUES HERE



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, in order to climb to 50 feet, normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes. For exact values contact your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines. Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.