

"RIVETING NEWS"



Who We Are:

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PRESIDENTS MESSAGE: Here we go again....I love February! It's the month of Love. Everyone talks about love. Terry and I just celebrated our 34th wedding anniversary on the 7th. WOW. Time has flown by & it has been a grand adventure. I kissed him this morning and said "Thank you". He ask for what? I told him I had been thinking about EAA this morning and had just listened to a message from Hal on the answering machine. I said that I wanted to thank him for letting me tag along to the chapter meetings. Belonging to the chapter has also been a grand adventure.

"Thank you" to all who came to our **Cabin Fever Breakfast**. Snow seems to now be the tradition when we have breakfast at The Homestead. I was thrilled to have over 35 people there & everyone's mood seemed so cheery. It was great to have some new members join us as well. "Welcome!" I think I can make it 'til spring now.....just a side note however: I really didn't have cabin fever. I love winter and SNOW. I just wanted to have an excuse to be with all of you. Hang in there because spring is just around the corner and we'll soon be flying off to some fun spot to meet for breakfast. Natalie

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).

AVAILABLE HANGAR SPACE JUST WAITING FOR YOU!!
A security fence has been installed completely around the entire Rigby Airport property. The area for new hangars has been leveled and hangar building spots are available. The yearly cost is a \$100.00 access fee and then 10 cents per square foot of the hangar size. Call Larry Boam for questions at 754-4352 or 521-0679.



Next Chapter Meeting: It is this Saturday, February 16th, starting at 6:00 PM in the upstairs meeting room @ AEROMARK located at the Idaho Falls Airport. See you there!



"The Sport Light" by Jim Baker

Clarification: **The Sport Pilot Program** was envisioned by its creators (i.e., FAA, EAA, AOPA, etc.) as an avenue to bring "general" aviation back to the "general" public and to revitalize general aviation in the United States. Officially in effect since January 1, 2005, it is flying similar to what existed back in the "golden age" of aviation when a person flew during daylight hours with little or no navigation aids, little or no communication's capabilities, and in planes that were lightweight, homebuilt in most cases, and of low power and complexity.

It is NOT a "wannabe" pilot certificate. Holders of the Sport Pilot Certificate have to undergo the same rigorous training and testing that holders of a Private Pilot Certificate must receive; just not all of it. They still must prove to a qualified CFI and DPE (and themselves!!!) that they can safely fly an aircraft in today's crowded airspace. And, just like a Private Pilot, their qualifications and official capabilities grow as their training progresses and their experience increases. And the Sport Pilot Certificate IS a way for a lot of people to achieve their goal of being a pilot without the huge cost of a Private Pilot Certificate and the associated rental of "complex" aircraft.

For those people who wish to continue on beyond the Sport Pilot Certificate and become a Private Pilot, all of the training and flight time they have accumulated counts toward the requirements for a Private Pilot. Because they have actually received the same training a Private Pilot student would receive up to the IFR level! So, if you know of someone who wants to become a pilot and, like a huge number of other people in this country, feels that the cost of a Private Pilot Certificate is simply out of their reach, introduce them to the Sport Pilot program. They can be up enjoying the wonders of flying in a short time and then decide if they want to continue. Most will continue since they will have become a true believer in the axiom, "The sky's the limit!"

Whether they do or not, we will still have another fellow pilot to welcome into the wondrous world of general aviation!!!

....Jim Baker

EAA Chapter 407 Meeting Minutes for January 2008

The first meeting for 2008 was held in Pocatello on January 19, 2008 at the ISU airport hanger. Over 30 people attended. Natalie Bergevin conducted the business meeting and the officers reported, Dale Cresap reported on the Young Eagles. The Rexburg Young Eagles Flyin was cancelled due to weather, but we are working on the Gooding School For The Deaf And Blind Young Eagles Flyin again this year. More info next month.

The guest speaker, Bob Hoff, gave us a very interesting power point presentation on his flying experiences. Included in his history was a story that there might be a B-10 buried in what is now the Pocatello hospital parking lot. He had some early photos of Pete Hill Sr. with Walter Beach and a Standard Bi-plane. Bob showed a number of early photos of the Idaho Falls airport, as well as photos of his Stearman Bi-plane from the time he bought it to the time the restoration was finished. He also talked about his Beach D-18, and told us about some of his experiences with delivering Husky aircraft to Alaska. It was a great meeting enjoyed by everyone.

Brad Fell, Secretary



**SPOTLIGHT ON
OUR MEMBER
STAN
HARWELL**

I took my first airplane ride in a 53 Cub. My mother saved \$5.00 so I could go. I was about fourteen years of age at the time. What a thrill! Joined the Air Force when the Korean War was on. I became an airplane mechanic. I was crew chief on T 28's Trainers.

Then went on to be a crew chief working on B-50 bombers. After my discharge, I got married and started having a family. I then got my private pilot license on the GI Bill. Got my license in a 115 hp Super Cub in Boise, Idaho at Sparks Flying Service.

A friend of mine had a 1947 Super Cruiser. He couldn't pass the written test and took it three or four times. He offered to sell the plane to me in three yearly payments. I couldn't refuse but bad luck came upon me when it came time to annual....the fabric would not pass inspection. So I traded it in for a J3 Cub. We took aerial pictures for two years. Never got rich on doing so. Sold it to a friend of mine; however, he never

got to fly it as a strong wind came up that night and flung it into a power pole. Glad I got paid for it before that happened!

We then moved to Blackfoot where I got my commercial and flight instruction rating. I flew a spray plane for one year and decided that was not for me. One day I was at Errol Spaulding's place and he showed me his S-7 Currier and I decided right then and there that I had to have one.

A couple years later through Scott Hillam, I received a kitplane which came in a plywood box. I thought that I never would get that built but we did. After it was built, I did taxi it up and down the runway a little too fast when the next thing I knew, I was flying. I thought "now you have done it"... but you know, I made the best landing that I ever did.

Then my wife died, so I sold it. Then I built a basket case - a

Citabria. I sold it and got married again and then Madge and I built the S-7 that I have now with the help of Dayle Mitchell, Paul Reed and George Mundt. We built it in about four months in the winter in the garage and put it together at the airport. I don't have many hours on it due to my illness this last year, but hope to do more this summer.

Stan
Harwell





THE CFI CORNER by Jim Wolper

"WINDY FLYING"

Flying changes when the wind blows hard. You might plan to avoid windy days, but weather is unpredictable, and someday you may find that you have to land in a strong wind. This happened a lot in my old Taylorcraft.

Recently, I was with a student headed east-bound out of Pocatello. It was one of those winter days when the jet stream dips into the low altitudes. There was some wind from the west on the surface, but just above the airport the wind was at 40 or even 60 knots. His plan after takeoff was to turn on course.

As you remember, there are some hills just east of Pocatello. We would be taking off on runway 21, and the wind would be pushing hard toward the hills. The highest point is about 700 feet above the airport and only about 2 miles away. That's a steep climb, steeper than many airplanes can handle, and the higher groundspeed from the tailwind would make the climb angle lower.

Still, it was VFR and we could see the hills, and he thought that we could turn and avoid them. He did not visualize that with that much wind we would need a huge wind correction angle. Any hesitation in the turn would take us even closer to the rocks and trees.

But there is more to this situation than whether we could turn to the right heading. What if we had an engine failure?

Even when there is another engine, an engine failure headed downwind with your windshield full of rocks is a very uncomfortable situation. Few twins climb well on one engine, and singles don't climb at all, so you have to turn. But with the wind pushing you, you might not be able to turn quickly enough to avoid being blown into the mountain. This is part of what happened to New York Yankee pitcher (and former Pocatello resident) Cory Lidle when he hit a building trying to turn in strong wind while over the East River near Manhattan: the wind pushed his Cirrus into the building before the turn was completed.

If you did get turned around, your groundspeed would be so low that you would pretty much need to land on whatever was directly below you.

So what's the right thing to do? Noting the high wind, take the few extra seconds after takeoff and turn into the wind, even though this is away from your destination, and gain some altitude before heading into the hills. In this case, we did a right downwind departure, then flew over the airport with plenty of altitude to spare, even if the engine had failed.

With no control tower, the situation is a little dicier, since by the AIM you generally make left turns near an airport. On the same day at American Falls, we would have climbed straight out to gain some altitude before turning toward the mountains.

Here's another thing to keep in mind. Suppose that it is VFR but you are at a strange airport at night. Which way do you turn? Check with an instrument pilot, or go to one of the flight planning websites, and find the obstacle departure procedure. This would have made a big difference to the pilot of a Cessna 310 who left Rawlins, Wyoming one night in 1994. Even though he was instrument rated, he ignored the departure procedure and hit the mountains less than 4 miles from the airport. All four people on board were killed.

Part of enjoying the scenery while flying a single is picking out good places to land if the engine fails. When the wind is strong, look downwind; you can't count on being able to reach a field that is upwind. You can glide a lot farther with the wind than you can going against it.

In the traffic pattern, either with power or in an emergency, the wind will push you around while you make your turns. In extreme cases, I have turned base abeam the numbers and been blown to a normal base leg by the time I finished the turn. This is fun if you know it will happen.

If you really want to practice flying in high wind, convince your spouse that you need to go to Maui. Rent an airplane there. At Maui the wind always seems to be going; today's maximum gust was 25. In these conditions you fly most of the traffic pattern sideways. It's a pilot's way to enjoy those warm tropical breezes.

.....Jim Wolper

CHAPTER 407 CLASSIFIEDS
CHECK OUT OUR ADS FOR
WHAT YOU NEED!

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.

Wanted: A single male willing to take a single woman on an airplane ride this spring. Please contact Natalie to get further information on this ad.

For Sale: Lycoming O-235, fresh OH with mags and pickled. Call 208-238-0754 or 208-521-0215.



Eagle 150



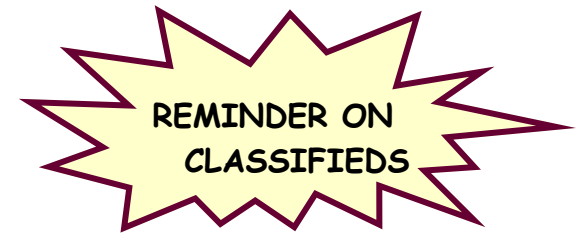
Hatz Classic

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 (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.

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

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

For Sale: Garmin 296, used. 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..



If you have items for sale, items you are looking to buy or trade, then send Carol an email at: tstrong@ida.net.

If an advertised item has sold or you no longer have it for sale, please notify Carol so the ad can be removed. Thank you!!

ATTENTION

NEW, IMPROVED EAA CALENDAR OF EVENTS

FROM EAA: We are very pleased to introduce to you the new online EAA Calendar of Events. Through the help of Jim Smith, "webmaster" for EAA Chapter 1246 in McKinney, Texas the calendar has been improved with outstanding new functionality and will truly be THE place to go for aviation related events.

The calendar includes powerful search functions that will allow users to quickly find aviation events in their local area, or according to their area of interest. What's more, the calendar will automatically generate useful information such as maps, airport information and links to the EAA Flight Planner.

<http://www.eaa.org/chapters/events>



SAFETY CORNER

By Len Kauffman
Used with permission
from the author, Len
Kauffman. He is an
EAA Chapter 105 Member at Twin Oaks
Airport near Portland, Oregon.



Are You Blind? By Len Kauffman

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic - the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area. The blind spot is about $\frac{3}{4}$ inch in diameter at one foot

from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than 10 seconds.

So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light -resulting in the "blind spot." Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still "lose" an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc. Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside,



try it with a car at around 300 feet away or an airplane at 800 plus feet. What about that "large nose" -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again. The nose deal is not likely to be a problem since it requires a somewhat contorted position - but the other examples using cockpit obstructions are quite real.

The normal blind spot is about 15 degrees out-board of center - vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it. All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?

CALLING ALL QUILTERS

ATTENTION EAA Chapter members. Get your wife, mom, sister, daughter, or neighbor and read this announcement!

The EAA Airplane Quilt Block Contest showcases the talents of quilters from around the world, who sew colorful pieces of fabric into aviation-themed quilt blocks. This annual event has become a favorite at the AirVenture Museum, where all winning quilt blocks are framed and displayed throughout the year.

Entries for the 2008 Quilt Block Contest must be received by June 1 and no larger than 12 inches square (including binding). Contest details, including an entry form, are available on the EAA AirVenture website. The site also has photos of the Airplane Quilt Block display and the winning entries from 2007.

Don't delay - start your quilt block entry now so you can make the June 1 deadline and be part of this year's museum display. This could be your year to win first place at AirVenture!



Penny Ann Jones-Garcia of Oshkosh won first place for her entry, *On This, The Final Flight, Godspeed*, in last year's EAA AirVenture quilt block contest.

REMINDER

2008 Chapter dues of \$24 were due in January. Also, the application form has been updated. Be sure to go to:
<http://www.eaa407.org/documents/application.pdf> and fill out, print, & mail to John Bakken along with your dues.

OSHKOSH
COUNTDOWN
There are 5 months &
2 weeks left

1st Saturday Breakfast Flyins

March 1st - Afton Airport. We can walk to our breakfast. Meet between 8:45 - 9 AM @ the airport.

April 5th - Soda Springs. Will carpool into town and eat at the historic hotel. Meet at 8:30 AM @ the airport.

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.

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.

Locations or times subject to changes.
SUGGESTIONS WELCOME!!



Women Soar, You Soar: EAA Seeks to Spark Young Women's Interest in Aviation. Now accepting applications for the two-day summer program? Is there a daughter in your family that is interested?

Inspiring young women to reach for their dreams in aviation is again the mission of EAA's fourth annual **Women Soar, You Soar** event July 28-29 at the EAA Aviation Center in Oshkosh. Registrations are now being accepted for this program, open to young women entering grades nine through 12 in fall 2008. Through the event's introduction of aviation-based careers and a women-mentor network, the program encourages and supports these women to consider a career in aviation. During the first three years of the program, hundreds of teenage girls have benefited from the experiences and guidance of women actively involved in the world of flight.

This year, Women Soar, You Soar will host 150 girls in a variety of activities, including flight simulation, workshops, wing rib assembly, and mentor sessions.

Applications will be accepted through June 30, 2008, and are available online at www.airventure.org/WomenSoar/. The 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." Registration scholarships are also available for young women meeting financial need requirements. Space in the program is limited. Additional information can be obtained online or by calling the EAA Development Office at 800-236-1025.



RIVET POPPERS

Overheard from Chicago Center:
Center: N1234A, Climb like your life depends on it -- because it does.

Pilot: "...Tower, please call me a fuel truck."
Tower: "Roger. You are a fuel truck."

Controller: "Delta Oscar Mike, squawk 0476."

Pilot: "Say again."

Controller: "Squawk 0476."

Pilot: "Four, zero...?"

Controller: "You want a more *easy one*?"

Actual ATC Transmission:

Hurry up and slow down, turn left right now and enter a left base from the right.

Controller sitting next to me is trying to change Mooney 45Q to my freq, but gets no response. Thinking that the Mooney may have already switched to my freq accidentally, since he's a local pilot who knew it was coming, he asks me to check.

Me: "Mooney 45Q, are you on this frequency?"

45Q: "Negative., but I should be any time now."

Unbelievable Landing at Aspen, Colorado

NTSB Identification: **DEN08IA044**

14 CFR Part 91: General Aviation

Incident occurred Wednesday, December 26, 2007 in Aspen, CO. Aircraft:

Piper PA-46-310P, registration: N47BC,

Injuries: 4 Uninjured. This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.



On December 26, 2007, at 1002 mountain standard time, a Piper PA-46-310P, N47BC, piloted by an Airline Transport Pilot, experienced an engine crankshaft failure and subsequent propeller separation, approximately 12.5 miles east of the Aspen/Pitkin County Airport (ASE), Aspen, Colorado. The personal flight was being operated on an instrument flight rules flight plan from ASE to Denver,

Colorado, under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed. The pilot and three passengers were not injured and the airplane sustained minor damage. The flight parted ASE approximately 0945.

The pilot said that on climb out passing 16,000 feet, he began to notice oil droplets forming on his windscreen. On seeing the oil, he contacted Aspen Approach, declared an emergency, and began a standard rate, 180-degree turn, back to the airport. He said the turn took about a minute. Just as he'd completed the turn, he heard a "boom" felt a shutter, and then his whole windscreen was covered with oil. The pilot said he may have noted a pitch up with the bang, but he immediately got on the best glide speed, 90 knots, and began retracing his ground track back to the airport. The pilot said everything on the airplane continued to work. He had electrics, could navigate and got the gear down.

The pilot said because he knew the Aspen area well, he was able to navigate and set up for a dead stick landing. He said he could see the runway through

the oil on his windscreen as a dark blur in the surrounding snow. He said he kept his speed up as he didn't want to land short. Once he got close to the runway, he looked out the side windows to judge the flare and touchdown. He said he just wanted to keep the airplane in the center of the runway. He rolled out to the end of the runway and turned off on to the taxiway before stopping. The pilot said it was only when he was on the ground and one of the responding firemen informed him that he realized he didn't have a propeller.

An examination of the airplane showed minor damage to the front of the cowling. The engine showed the crankshaft fractured aft of the flange. The propeller and spinner, and the front part of the crankshaft were missing. No other damage to the airplane was found. The engine was retained for further examination.

