



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

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Presidents Message :

With Spring just around the corner, Terry and I (well, mostly Terry) are making hanger plans. Our new project is to start as soon as we can get rid of the snow drifts. He has been tucking parts and pieces away for over a year...now, I am getting very excited. I cannot tell you what a surprise it was to open my present Christmas morning and find a 19.2 volt cordless variable speed reversible drill/driver, with 3/8" keyless chuck, 16 torque settings, 0-600 RPM, build-in level & battery level indicator. Needless to say, it was not quite what I expected. Terry sweetly smiled and said "now you can help with the hanger". Wait until you find out what he gets next year. Please contact your local Chapter President with any, and all ideas. I will keep you posted.

We have a lot happening in the chapter in the next few months. We have some great meetings planned, Young Eagle Fly-ins, & Fly-in Breakfasts, so keep checking the web page, checking your e-mail, reading the newsletter, and watching for upcoming events. Remember that spring weather may ruffle your feathers, so fly safe.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).

NEXT MEETING: Saturday, March 15, 2008 @ the ISU Aircraft Maintenance Hangar, Pocatello Airport. Time: 6:00. The evening will be "Popcorn & Movies".

Movies are: 1. OSHKOSH - Spirit of Aviation,
2. One Six Right (saving an airport) 3. Runway Safety (by FAA).



Meeting Minutes for February 2008



MIKE MCDONALD



RANCE LOGSTON

The February meeting of the chapter was held at Aeromark in Idaho Falls. 34 members and guests were in attendance. Rance Logston & Mike McDonald were our guest speakers for the evening. They are air traffic controllers at the Idaho Falls Regional Airport. They provided an interesting presentation on airport safety procedures for pilots and communications between pilots and the tower. People had a chance to ask a lot of various questions. Following the presentation, our President, Natalie, conducted a brief business meeting. News, current events, projects, breakfasts, and fly-ins were part of the discussion. For those in attendance, we had a drawing for a prize: Nick Crookston was the winner for February. Tom Strong won the "question of the month" as provided by Dale Cresap: What was the top speed of the "Poulson Special Airplane"? Answer: 325 mph. Refreshments & lots of talking followed.

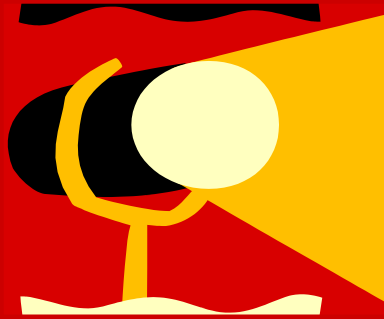
....Brad Fell

CALENDAR OF EVENTS

Sparky Imeson is scheduled to speak in Idaho Falls on Wednesday evening, April 23rd. The seminar will start at 7:00 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. Additional details will be in the April Newsletter. Be sure to mark your calendar for this informative presentation.

Our "3rd Annual Young Eagles Fly-in @ The Gooding School for the Deaf & Blind" will be held on May 7th. Volunteers to fly the kids and volunteers to help with registration would be greatly appreciated. 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! Lets put some big smiles on these kid's faces.

Possible plans for future Young Eagles Fly-ins coming up in Rexburg and in Alpine. Stay tuned! Credits are earned for flying in the fly-in...



**SPOTLIGHT ON
OUR MEMBER
NATE SMITH**



Nate &
Family



Nate's
Plane



Allow me to introduce myself and my past and current involvement in flying. My name is Nathan Smith and currently live and work in Idaho Falls.

I first became interested in flying after reading Weekend Pilot by Frank Smith while in high school in the middle 60's. It was many years later during graduate school in the early 80's that I actually obtained my pilots license. After learning out of Moscow-Pullman, I moved to Boise and continued to fly for a year before children and rising costs induced me to discontinue flying.

After 25 years, I started to get the "flying bug" again! Two years later, I renewed my license... and after \$6,000, an aircraft appraisal, and three airplanes that I did not buy, I finally purchased a one-third interest in a "7770W" Piper Cherokee 180 (see above).

Current task is to get the rest of the family, wife Kathy, sons Bryan and Noah, daughters Nikki and Nina comfortable flying and start to use the plane for the planned purpose that is golf and short recreational trips.

...Nate Smith

...FROM THE
YOUNG EAGLES
WEBPAGE....



- Youngest Pilot to Fly Solo Around The World: March 4, 2008 - Barrington Irving, then a 23-year old senior majoring in aerospace at Florida Memorial University, climbed into a single-engine plane called "Inspiration" and embarked on a 26,800 mile, round-the-world flight on March 23, 2007.
- When he returned to Miami on June 27, he had set two world records — the first person of African descent and the youngest person ever to fly solo around the globe.
- Now you can add one more accomplishment to that list — congressional honor.

REMINDER

Did you pay your dues and fill out your renewal application??

(Youngest Pilot Cont'D) On Feb. 12, Barrington was honored in front of the U.S. Congress for his accomplishments. There, he announced a new program that will have 60 Miami-Dade inner-city high school students build his next single-engine plane, "Inspiration II."

"It's an unheard of thing and a big challenge and there's a lot of risks involved," Irving, 24, told The Miami Herald. "But you know me, I love those things."

Irving plans to fly "Inspiration II" himself, The Jamaica Observer reported. "I'm going to have complete trust in them," Irving said. "Now it's their turn to be the world's inspiration."

In December, the House unanimously approved the resolution, which encourages museums throughout the nation to commemorate Irving's record-breaking trip. In a statement, U.S. Rep. Alcee Hastings called Irving "one of the greatest young heroes of our time. His triumph demonstrates that if you reach for the sky, you truly can make it, and in turn, make history."

When the younger generation is looking for a role model and hero, they need to look no further than Barrington Irving," Rep. Kendrick Meek told the Jamaica Observer. "This young pilot proved that when you dream big dreams and work hard, the extraordinary is possible."

Pilot Credits Mailed

The annual mailing for pilot credits is now complete. Pilots who flew and registered 10 or more Young Eagles in 2007 will be receiving their credit certificates soon. If a pilot is a member of a chapter, all of the chapter's credits have been forwarded to the chapter coordinator.

International Young Eagles Day is June 14, 2008. *****

Give this announcement to your wife, mom, sister, daughter, granddaughter, or neighbor NOW!!!

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.

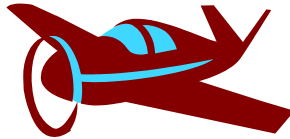
Don't delay - start your quilt block entry now so you can make the June 1 deadline and be part of this year's museum display. This could be your year to win first place at AirVenture!



2007 Winner!

Is there a daughter or granddaughter in your family that is interested?

Women Soar, You Soar



EAA Seeks to Spark Young Women's Interest in Aviation. Now accepting applications for the two-day summer program? EAA's fourth annual Women Soar, You Soar event July 28-29 at the EAA Aviation Center in Oshkosh.

Additionally, the FAA is requiring people applying for aircraft registration to include their printed or typed name with their signature. This change is in response to concerns raised in the FAA Drug Enforcement Resistance Act. The purpose of these changes is to upgrade the quality of data and documents to assist federal, state, and local agencies to enforce the nation's drug laws.

P.S. "Fieldshape" Book Proof received!!!
....Jim Baker



"THE SPORT LIGHT" By Jim Baker

Shock and Rule Change: I received the shock of a lifetime when I received a call from Paul Poberezny (a.k.a. Grandpa Paul) on Wednesday, February 26. He reads EVERY newsletter every month from the Chapters that publish one and he wanted to call me personally to thank me for the efforts I and Chapter 407 have been putting forth to promote the Sport Pilot/Light Sport Aircraft program. It is a contact that I will cherish for the rest of my life. *****

A final rule issued by the FAA last week requires a person selling or otherwise transfer-

ring ownership of a U.S.-registered aircraft to complete the back side of the aircraft's existing registration certificate (FAA Form 8050-3) and return it to the FAA Aircraft Registration Branch within 21 days of the transaction. That requirement becomes effective on March 31, 2008.

This change was part of the final rule published recently that requires all pilots to replace their paper pilot certificate with a counterfeit-resistance plastic certificate within the next two years.

The FAA originally proposed a five-day time limit on reporting the sale or transfer of aircraft, but adopted a 21-day period in response to comments suggesting five days was an unrealistic requirement. Sellers will have to complete the reverse side of the certificate and ensure its arrival at the Registry within that time.



Jim Wolper flew this "Wilga" while in Thailand.

The "Wilga" is now available with a safety pilot for pilots who are interested in learning to fly "tail-draggers" and to oper-

ate a radial engine. The "Wilga" is a very unique STOL aircraft which can land and take off in very short distances. The leading edge slats and the unique wing design of this aircraft enable it to fly as slow as 35 knots, and the aircraft will not stall.



THE CFI CORNER by Jim Wolper

Protect Yourself From Your CFI!

Homebuilders can take care of their own airplane maintenance, but everyone needs to see a flight instructor every two years for a Flight Review, or BFR. I recently heard about an accident during a BFR in an unusual aircraft. Homebuilts and vintage airplanes are, by their nature, unusual, so this month let's talk about how to protect yourself while flying with an instructor in your machine.

Pilots and instructors have a lot of discretion in planning a flight review. The instructor is supposed to tailor the review to your flying, but you can do it in any aircraft you're rated to fly, so there is nothing to stop you from going to an FBO, telling an instructor that you only fly on Thursdays when there's a tailwind, and using a 172 for the review.

This is fine if you fly a single seat airplane, but a review in your airplane can give you much more insight into how it flies. Why? You will need to teach the CFI about your airplane, and any CFI will tell you that the best way to cement your knowledge is to teach it to someone else.

So, suppose that it has been 23.5 months since your last flight review, and you call an

instructor and say that you want to do the BFR in your airplane. The instructor knows nothing about your airplane other than some pretty pictures in an aviation magazine. How can you protect yourself?

The key to safety is to keep in mind that you know far more about your airplane than the CFI does. You should explain how it flies and whatever operating limitations you, the kit maker (if there was one), or the FAA have imposed. If the kit maker says that you should never do a three point landing, then tell that to the instructor, and do not let the instructor strong arm you into doing a three point landing. By the same token, if the kit maker says to use a certain flap setting for takeoff, then use that flap setting and no other.

And, if the company that sold you the plans recommends against stalls, then don't let an instructor force you to stall. Expect the instructor to get a little testy about this; teaching stalls is one of the most important things that an instructor does. In this case, expect to do some slow flight with a thorough discussion of stalls and spins. Sounds like a good review.

The most dangerous part of the flight will be the traffic pattern. Some instructors seem to think that there is only one way to fly a pattern, but that's just not right. I used to see this flying with CFIs in my Taylorcraft. "Where are the flaps?" they would ask. "Got none," I would reply. "Then how can we land?"

You will have to teach the instructor how to land and take off safely. Many instructors have only flown 172s and Warriors. Your airplane's wing may fly very differently, and their landing technique may not work. As long as your technique is safe (stable airspeed and glidepath, on the centerline, with appropriate airspeed to prevent stalls), the instructor should be happy, even if the speeds are wrong for a Skyhawk.

You also need to be very careful about engines. The instructor may have never flown behind (or in front of, or beside) the engine in your plane, and it is up to you to explain how to operate it and its systems. The instructor should want to hear when and how you switch tanks, how fast you burn fuel, and how much you can carry. You should explain power settings, temperatures, and limitations, and expect the instructor to respect them.

Be very clear about how the practice engine failure will be handled. There WILL be a practice engine failure.

The situation gets a little delicate if the instructor sees something unsafe. If this happens, you both need to listen. It would not be unusual for an instructor to make suggestions to improve your flying, and you need to decide whether his or her perspective is reasonable.

The safest thing is if you review the airplane systems and limitations completely before the

(cont'd) flight. The instructor may not know what's in your POH, and if you don't either, trouble could result.

A flight review in an unusual airplane is a great opportunity for both of you to learn, and a time for you to master your airplane by teaching someone else.

...Jim Wolper

COUNTDOWN TO
OSHKOSH IS
4 months - 2 weeks
& 1 day

CLASSIFIEDS

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.

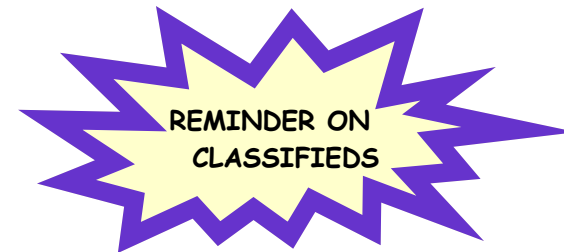
For Sale: Plane: Piper Pacer PA-20/16, Year 1950, \$27,000. Extensive modifications made to make it an exceptional flyer. Control yokes have been replaced with sticks. Tail-wheel aircraft. Four seater. Located in Blackfoot. Call Ellis @ 208-785-6331.

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: 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!!

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.





FAA "WINGS" SAFETY SEMINAR

Report by Dale Cresap:

On March 6th, Nate Smith informs me of an FAA wings presentation in Ogden UT, and invites me to fly down with him in 7770W. He is a meticulous flight planner, and notes that the weather forecast predicts the formation of fog in Idaho Falls to coincide with the time of our return. We depart realizing that we may have to divert to Pocatello or Blackfoot on the way home, since they are forecast to be clear. We are both punctual, and take off at 5:13. Nate filed a flight plan, and we are on flight following. The sun is low in the sky and my brimmed hat is helpful. Nate gets some benefit from it since he is in my shadow part of the time. We have intercom trouble and some of the time I can't hear Nate or the radio, but we get that resolved. It is quite cold in the plane in spite of the cabin heater, and I wonder how we will fare on the return late at night at a higher altitude.

This is an unfamiliar area, the first time landing Ogden for both of us, and we see Hill AFB long before Ogden. The tower gives us helpful vectors and we land just after sunset, the only plane to fly in to a well-attended meeting. The tailwind was less than predicted, so we are just in time.

Air Traffic Controllers from facilities along the Wasatch Front will be discussing various topics to include; Classes of Airspace, the NAS, Special Use Airspace, and any specific details regarding their area of control. If you fly in or around the Wasatch Front and have any questions regarding ATC or procedures, then you don't want to miss this meeting.

A great deal of information was given at a fast pace by 8 presenters. Controllers from facilities along the Wasatch Front discussed classes of airspace, the NAS, Special Use Airspace, and other details regarding their area of control. An aerospace physiologist from Hill AFB discussed sensory perceptions in flight. Other presenters included Clover UTTR [the radar control for military training ranges west of SLC], Salt Lake Approach, Hill AFB tower, Ogden tower, and Provo tower. There was too much

information to include it all, but here are a few highlights:

Approach has better radar than en-route, and Clover UTTR has better still. They can see cars on the way to work at Thiokol. The area low over the Salt Lake west of Antelope Island may not be visible to SLC radar, but it is plain as day to Clover, and this is a heavy military traffic corridor.

A graphic was shown with the arrival and departure traces of a few hours of SLC time. It is legal to fly over Bravo airspace at 10,500 without calling them, but it is not smart.

Different types of airspace are in the same neighborhood, and the controlling agencies trade it back and forth depending on the current needs and missions. Fortunately all the controllers in the area have radar, so set your transponder.

Some special flight maneuvers take place at Hill AFB. Fighters zoom climb to 30,000 feet in less than a minute, and they make steep descents to practice flameout approaches. The Viper west demonstration team practices their F-16 maneuvers within 3 NM of Hill.

(FAA WINGS Seminar Cont'd) Hill and Ogden are particularly close, and the Ogden controllers really mean it when they assign you an altitude of 5600, for there are fighters close overhead.

The presentations were entertaining as well as informative, with several video clips shown. One was a split screen of an F-16 landing at Aspen, with and without night vision. An unsecured dog was shown in the rear seat of a Cessna during zero G. He looked perplexed but seemed unconcerned as he drifted up to the front seat. In a different clip of a similar situation, two women in the rear seats were not so sanguine. One was already filling an air-sickness bag when the pilot pushed over into zero G, spreading the contents of the bag everywhere. What a mess.

The Ogden controller seemed quite knowledgeable in his advice to pilots, and then said, "I act like I know, but I've never flown."

The program lasted over two hours, and we departed by 10 PM. The GPS died, so I flew while Nate changed batteries. It was not hard to follow I-15 below us. The trip home seemed to take less time than the GPS ground speed of 90 would suggest. It did not

seem as cold in the cabin on the return as it was on the way down. We were glad to see the lights of PIH come into view, and we could see Blackfoot and IDA to the north, but nothing beyond that. We landed on 35 in the clear just before midnight. After tying down the plane I headed for Wal-Mart to get some hose clamps, and go home and fix the leak on the condensate system of my furnace before going to bed. Another great flying adventure draws to a close.Dale Cresap

Need a Medical?

If any of you aging flyers have problems that may require attention, consider logging on to www.leftseat.com. They will help you put together a paperwork trail that will ensure that you don't fail a medical. If you ever fail a medical, you can never fly legally again. If you simply let your medical lapse, you can fly any LSA



1st Saturday Breakfast Flyins



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.

Future Locations

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