



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

President: Natalie Bergevin (H)	684-3411
Natalie Bergevin (C)	681-1411
V. President: Del Ray Miles	782-1155
Secretary: Brad Fell	522-6443
Treasurer: John Bakken	238-0754
Newsletter Ed.: Carol Strong	529-1608
Librarian: Paul Tremblay	522-9930
Young Eagles Coordinator: Dale Cresap	529-0377
Web Master: Tom Strong	529-1608
Web Master: Harold Mothersill	524-6204
Sport Pilot Liaison: Jim Baker	357-2437
Chapter Website: http://www.eaa407.org	

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).



PRESIDENT'S MESSAGE:

Those of us that were at the last meeting enjoyed a real treat. Several members lingered and visited til they kicked us out. It was a great evening. I wish everyone in the chapter could have been there. Thank you to all who did presentations!

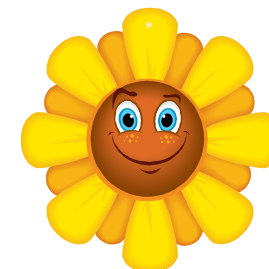
I keep going back to one statement that Hal Johansen made. He said he had never done anything courageous or heroic. I have thought about that statement this past month and have come to the conclusion that our chapter is full of "heroes". Hal, you are at the top of that list. Perhaps the world has forgotten what a real hero is - a common man doing his job in life - one who fulfills his obligations and responsibilities. We rub shoulders with example after example: those who help with Young Eagles, with newsletters, with our libraries and history, our officers, our web page, and the family members who support them. After flying several days ago, I decided "yes, all pilots are hero's". Sparkey, you are a hero - taking time to share your experience and helping the rest of us to be wiser and more informed. Heroes are those who share an encouraging word with a fellow builder (who is sure it will take years to finish his plane) It takes lots of courage to start that new plane project. I work in scouting and teach young men values that will make a better world and develop our future heros. I see these values in our chapter. We have trustworthy members who check out tools, books and videos on the honor system; we have loyal members who come to meetings and activities; we have helpful members that take the time to help a fellow pilot; we have friendly members that welcome

all who are interested in soaring with the eagles; we have courteous members who treat me as President of the chapter with respect; we have kind members that put smiles on young people's faces; we have cheerful members who volunteer. Perhaps our chapter could someday help put a future pilot through school. As your Chapter President, I am proud of those that take their first flight; that clean & sweep the shops of metal shavings.

My favorite hero is Terry and we are busy right now working on our hangar. There is one more hero I want to mention - we all know who he is - a man with a great vision, a dream, and a true mentor: Paul Poberezny. Paul, you are a hero. Thank you for sharing your dream with all of us.

Natalie

Congratulations to Ellie Wolper (Jim's daughter) who has volunteered to do our EAA Chapter 407 "Thank You" notes and mail them to all of our guest speakers. Ellie, Thanks a Million! We appreciate your help!





**EAA Chpt. 407
1st Saturday
Breakfast Fly-ins**

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. Be sure to park at the south end of the runway.

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!!!

Come Spend 4 Hours Making Kids Smile!!!

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



This will be this TUESDAY, May 20th 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!

REMEMBER: You earn Credits for flying in the Young Eagle Fly-ins.....



May 30-June 1: The B-17 Tour Stop is at the Ogden Hinkley Airport with a Fly-in Breakfast sponsored by EAA Salt Lake

Chapter 23 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! .

"Keeping Your Medical, Yourself" by Jim Wolper



One of my great pleasures in life is the little medical certificate that I keep in my wallet. For many of us, the medical certificate is an incidental on the way to, or in the way of, the pleasure of flying. But I like the certificate itself, signed by the head of the FAA's Medical Certification Branch. I like it because I have had it revoked three times, all for good reason, and I have gotten it back three times.

This is important, even for those who want to operate Light Sport aircraft using a driver's license as a medical certificate. I have heard many times, including last March's newsletter, that if you have ever lost your medical then you cannot fly light sport. That is FALSE. FAR61.303(b)(2) states that one may use a driver's license as a medical certificate if one "[has] been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her MOST RECENT application." FAR 61.303 (b) (3) also requires that the airman "not have had his or her MOST RECENTLY ISSUED medical certificate (if the person has held a medical certificate) suspended or revoked or

MOST RECENT Authorization for a Special Issuance of a Medical Certificate withdrawn."

To understand this, let's look at my case. My First Class Medical Certificate was revoked in 1998, after I had double bypass surgery. I followed the FAA's guidance, and was given an Authorization for Special Issuance (SI) that same year, and held a First Class Medical Certificate until 2005. In 2005, I needed angioplasty and a stent, so my Medical Certificate was revoked again, but I did what the FAA said to do, my SI was reauthorized, and I got a new First Class medical. Last August, I was hospitalized for some heart rhythm problems, and once again the FAA sent me a self-addressed stamped envelope with bright orange sticky note saying "Insert Medical Certificate Here." I did, but after submitting more medical test results, they gave me back my SI and my medical.

Now suppose that I let this medical lapse. Can I still fly light sport? Yes, as long as I feel that I can operate an LSA in a safe manner (that's FAR 61.303 (b) (4)).

If you want to fly LSA and lose your medical then you have to go through the steps to get it back before you can fly. Once you have it, you can let it lapse and be good for LSA, as long as you are honest about safety.

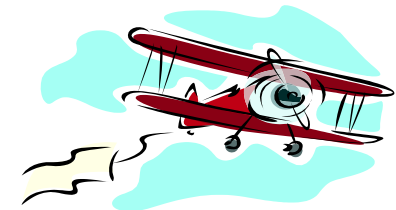
Let me describe the Special Issuance process, because I have heard a lot of unnecessary horror stories from pilots who go through it. There is nothing to be afraid of, as long as

you do what the FAA tells you to do, and do it to the letter. The people in Oklahoma City are friendly and competent, and if I have a question I call them and ask. I even had them on speed dial for a while. They are polite and they get you the right answer quickly,

Tell your doctors that you are a pilot, and remind them that the FAA will be looking at every word that they write in your chart. Once all of the testing is done, organize it nicely so it is easy for them to find what they want. Send it to the address they give you, and wait. How long do you wait? This can vary quite a bit, but is certainly longer if they can't find what they want. Initial issuance takes a little longer, because they look at the medical record quite carefully. Still, I once got a renewal in THREE DAYS. I have never missed a day of flying waiting for a renewal.

Of course the best thing is to stay healthy, but if you have a medical issue talk with one of the Chapter members who has been through the process before you hire an outside consultant. (I am not the only one.) Let's help each other out in every way we can.

.....Jim



"The Sport Light" PROGRESS!

By
Jim Baker



Due to the positive responses I received to the Sport Pilot/LSA Survey that was recently conducted, it appears that an Ercoupe 415C will be available at the American Falls airport for rental and Sport Pilot training! Insurance requirements, rental and training fees, and radio and transponder installation still have to be worked out so it is not yet known exactly when the plane will be available. A CFI at the American Falls airport is currently getting recertified and will be available to conduct Sport Pilot Training. The aircraft has had the rudder pedal conversion installed, so all student pilots will be certified in three-axis control. Since the aircraft will have radios, Sport Pilot students will also be able to get the communications endorsement that will allow them to fly into B, C and D airspaces.

It appears that the Experimental LSA that was available to a flying club has been sold to a buyer in Texas. To those people who expressed an interest in forming a flying club around an LSA, I will be contacting you individually to discuss this issue.

And speaking of insurance, it behooves all of us who rent aircraft to purchase our own rental insurance. AOPA research has shown

that most pilots mistakenly believe they are covered by the fixed-base operator's (FBO's) insurance policy when they rent an aircraft. "The FBO carries insurance to protect its interests, not yours, and many pilots are surprised when they get the repair bills after an incident," said Greg Sterling, executive vice president of AOPA non-dues revenue. "Even a minor 'fender bender' can be costly." I personally know an instructor and student pilot who shared a \$2500 bill for damage to a landing gear from a hard landing, even though the aircraft was insured against such damage by the school. Believe me when I say that it didn't take either of them long to get their own personal renters insurance!

I want to take this opportunity to thank all of you for your help in promoting the Sport Pilot/LSA program and its growth within EAA Chapter 407! I look forward to your continued support!

.....Jim

A NEW AUTHOR IN OUT MIDST:

The first of my novels,
"Fieldshape", to be published is
currently available at
www.createospace.com/3337617.
ENJOY! Jim Baker

LETS HELP MARSHALL OUT:

I have just sold my Pitts Special, and I have a Pitts Model 12 on order, which will be ready next March. So, I'm looking for an airplane to fly this summer.

I am looking for somebody who owns an airplane and would be interested in having somebody share expenses for the summer - insurance, hangar, funds for the "engine overhaul kitty", maintenance, etc. in addition to direct expenses such as fuel, oil, etc. Although I would prefer a tail dragger, I would be more than satisfied with anything that flies and is in good condition. I hold a commercial pilots license with an instrument and a multi-engine rating. I also have CFI and CFII ratings, although I have not used them for many years. I have over 2,000 hours in tail draggers of all kinds, and over 1,500 hours in Pitts Specials. I have competed in aerobatics on a national scale, and have won several championships. I promise to not engage in aerobatics with somebody else's non-aerobatic airplane - I'll save that for my new Pitts.

I have cared for all of the airplanes that I own meticulously - Steve, the maintenance manager at Glacier Jet Center can attest to that - and I would do the same with somebody else's airplane.

Marshall Friedman 862-8212
Sierragroup1@aol.com

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

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 (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: 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: TERA-TORN 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-wheel aircraft. Four seater. Located in Blackfoot. Call Ellis @ 208-785-6331.

Program Review: Sparky Imeson 4-23-8

Sparky Imeson, the grand old man of mountain flying, spoke in Idaho Falls on 4-23-8. He started with some humor and said he likes a Citation for mountain flying - he has never hit a mountain at 51,000 feet. He proceeded with some serious discussion about stalls. In a stall a plane falls away from the ball. To stall straight ahead, center the ball on the right reference line. Another serious matter was his accident on 6-3-7 in a Husky in a Townsend to Beaver Creek MT flight. The other pilot got them low, [80 ft above rising terrain] while Sparky was distracted. When he noticed he startled the guy flying, who executed a climbing right turn stall. Sparky was not able to overcome his pressure on the controls. Let this be a lesson: before flight, arm wrestle your student. If he wins, stay high. Both of them suffered broken backs and severe cuts, and the plane burned to nothing. Sparky walked out 5 miles, with one overnight stop. Aerial searches are very hard; it takes an average of 72 hours to find someone. A local chopper found JC first, and then one from Malmstrom ANG found Sparky. He had to rethink the adage that every landing you can walk

(continued from page 5) away from is good. He wanted to rename the place Brokeback Mountain, but the locals objected. Wear your survival gear. Anywhere else in the plane is camping gear.

The following part of the presentation was on general Mountain flying, which is like other flying except that it is in thin moving air, the proximity to terrain, and the terrain generates turbulence.

Practice 180 turns with no power, check your altitude loss.

Have an escape route in mind and be in a position to exercise it.

Fly the updraft side of a canyon. Stay high and close to windward side of a ridge for lift.

Be aware of the wind, which is perpendicular to cloud bands.

Snags are standing dead trees. They tend to be taller than new growth and invisible.

Box canyon turn - do not attempt a hammerhead or wingover. By the time you turn you are probably slow, so do a level steep turn with half flaps. In narrow canyons fly down-draft side so conditions improve as you turn back. Dive to get speed to get out of down-draft.

Two point rule for crossing ridge - if seeing more terrain on far side, will clear.

Cross ridges at 45 degrees. Don't cross until you could glide beyond it. 70% takeoff rule: have 70% of your liftoff speed by the mid-point or abort. This does not guarantee you will clear terrain.

Approach at 1.3 V_{so}, over numbers at 1.1 to 1.15 V_{so}. Research and plan approaches to mountain strips. Don't aim to land at the very end. Be aware of the limitations of your plane and yourself.

The final part of the presentation was on specific locations:

Big Creek - easy.

Flying B - narrow canyon and expensive landing fees.

Johnson creek - nice place and easy approach, fly pattern rather than straight in.

Wilson Bar - hard to see, so use rapids as aiming points, be on far side of river

Upper Loon - approach goes around a big rock

Soldier Bar - bumps and strips on curved runway

Cabin Creek - figure 8 approach

Sparky had more material, but it was getting late, so we adjourned. The audience at this well attended event was grateful for such an informative presentation from this living legend.

Submitted by Dale Cresap

FLY-INS TO ATTEND

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.

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.

WINGS 'N' WHEELS AIRSHOW & FLY-IN - Friday-Saturday, August 16-17. Powell Muni Airport in Wyoming. Car show too. Early Bird Breakfast, Friday night street dance, Phone: 307-754-3494 - 800-325-4278

GATHERING OF AVIATORS - June 7-8 at Seely Lake, Montana (north of Butte). BBQ, Homebuilts, Powered Parachutes, Ultralights, Vintage Aircraft. Grass Strip. Fly, drive or walk to us for a good time. Hangar available for bad weather. Contact Neil Salmi at 406-266-5400.

2nd ANNUAL CAMPOUT/FLY-IN @ WEST YELLOWSTONE AIRPORT - August 8-9, Potluck on Friday night, breakfast on Saturday, Tent or RV camp. Sponsored by our own EAA Chapter 407. Contact Natalie at 208-684-3411.

ARLINGTON FLY IN & AIRSHOW - July 9-13 in Arlington, Washington. Army Reserve Band concert Saturday. Parade on Sunday. SPECTACULAR FIRE WORKS AIRSHOW on FRIDAY. Music starts 7 PM & Airshow at Dusk.

OSHKOSH - July 28-August 3rd. What can we say, ..they have it all. A week of eating, flying, museums, workshops, videos, etc.....

MORE FLY-INS

FATHER'S DAY FLY-IN - Twin Bridges, Montana, just north of Dillon. Saturday-Sunday, June 14-15. Starts at 9:00AM. This is an event you won't want to miss. Potluck pig roast on Saturday evening. Pancake breakfast Sunday morning. Skydiving, vendor display, antique aircraft, pilot games and prizes, Young Eagles Rally, Homebuilts, and lots more. Contact Kendra Horn at 406-684-5335. <http://www.rubyvalleyaviation.com>

OGDEN HINKLEY AIRPORT FLY-IN & BREAKFAST - Saturday morning, May 31st & sponsored by EAA Salt Lake Chapter 23. B-17 on display and great breakfast @ 9:00 AM.

3RD ANNUAL SANDPOINT FLY-IN in Sandpoint, Idaho. This will be on July 5th, from 7AM-12 Noon. Breakfast served by EAA Chapter 1441. Contact Jan Lee at 208-255-9954.

The 5th ANNUAL 4th OF JULY FLIGHT FESTIVAL - Thursday-Friday, July 3-4 starting at 8:00 AM. @ Townsend, Montana. Lots of food, homebuilts, vintage aircraft. Close to town, good camping. Contact: Neil Salmi: 406-266-5400.

17TH ANNUAL NORTHWEST RV FLY-IN in Scappose, Oregon. This will be on June 14th. has developed a loyal following with RV pilots attending from as far away as

California and Texas. Traditionally held the Saturday on Father's Day weekend, it's a great chance to get up close and personal with over 100 RV builders and flyers. Walk the flight line, take some pictures, have a hamburger lunch, and buy an event t-shirt... if you're interested in RVs you won't be disappointed. Contact Joe Blank at jebblank@molalla.net for details.

April Chapter Minutes:

We had a great meeting this last April at the Aeromark building in Idaho Falls. The meeting was conducted by Natalie Bergevin, the theme was meet the members. We had 31 members in attendance at the meeting. The attendance award was won by Larry Hobbs, the bring a buck contest was won by Brad Fell, the question was what was the fastest piston aircraft of world war two, it was a Dornier 435 with a top speed of 472 m.p.h..

The first speaker was John Bakken:

John talked about the use of auto gas in aircraft. He covered the aspects of auto fuel and some of the problems associated with the use of auto gas. In an experimental aircraft, the owner has more flexibility than a certified aircraft. The certified aircraft has to have an STC for the aircraft to use auto gas, the gas has to meet AST specification D-4814 and should not have ethanol or methanol in it. John also covered the different grades of aviation fuel and it's availability. There is

a lot more information available on the E.A.A. Home page for those interested. The second speaker was Jim Baker the Chapter L.S.A Coordinator for the chapter. He covered his questionair about interest in having a LSA rental availability of this type of aircraft in this area. If you are interested in light sport aircraft, Jim can steer you in the right direction.

The third speaker was Hal Johansen. Hal gave us an overview of his life. After graduating from high school, he worked on the Alaskan highway. In 1944, he enlisted in the army and was accepted into flight training and went from primary training through advanced training from which point he then was sent to multi-engine training. Once that was completed, he was assigned to a B-17 with a crew. He wound up in gunnery school where he was when the war finally ended in Europe. At that time, he decided to opt out and head off for college. Eventually, he ended up in Idaho working at what is now the Idaho National Laboratory.

The fourth speaker was Pete Stuart and his fantastic tale of buying his Lycoming O-360 engine for his Murphy Elite. It seems that after discovering that the engine was not serviceable and would need to be overhauled, (which he did), the F.A.A. called him and informed him that the engine was a stolen engine!!!! Pete is working this mess out now...you know what they say let the buyer beware!!

Brad Fell

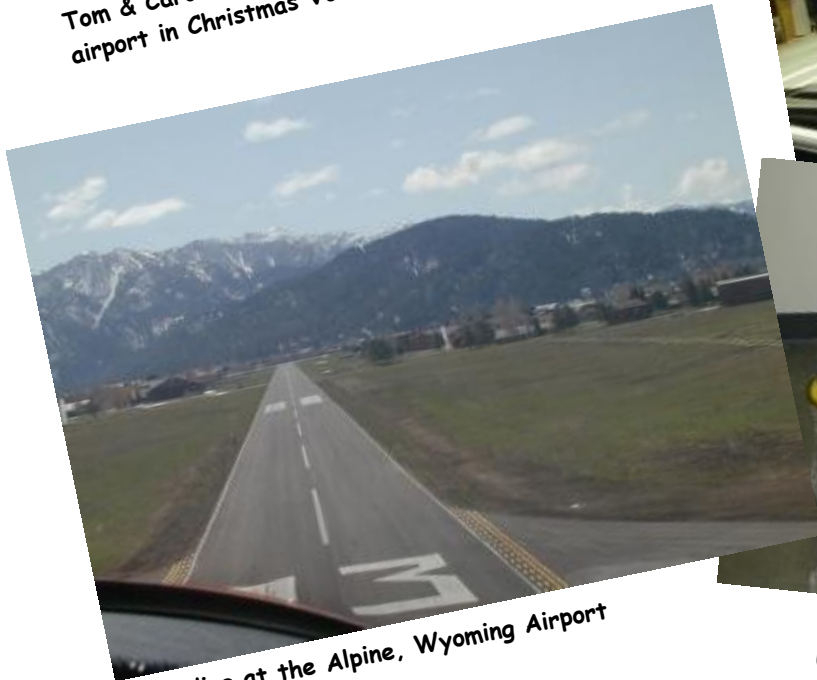
the photo bin



Tom & Carol Strong found two other RVs at the airport in Christmas Valley, Oregon!



At the Ontario, Oregon Airport is this wonderful tribute to Chapter 837 Members who have passed. It is surrounded by two benches and has a chrome prop in the center - really nice!



Landing at the Alpine, Wyoming Airport



A helicopter & a plane from the INL's UAV Program



The Coffee Cabin & Bakery in Alpine - a great place for a fly-in breakfast anytime!

30,000 and Climbing!
EAA to Honor Homebuilt Aircraft
Milestone at AirVenture



HOMEBUILTS!

The homebuilt movement is fast approaching a major milestone: 30,000 amateur-built aircraft certificated in the United States! And what better place to celebrate that achievement than at the event created by homebuilders more than a half-century ago, EAA AirVenture Oshkosh.

During AirVenture week, July 28-August 3, EAA will announce the honorary 30,000th milestone homebuilt, chosen from among the aircraft flown to Wittman Regional Airport. "Right now we are at about 29,800 certificated homebuilts," said Charlie Becker, EAA director of member programs. "We checked with the FAA and it is impossible to determine just which aircraft will be the 30,000th. This is a huge milestone for the homebuilt movement and EAA could not let this milestone go by unnoticed, so we've created another way to recognize this major achievement."

We'll have more on this special milestone as the event approaches, so stay tuned. And for those of you who are close to completing your project, there are less than three months before AirVenture Opening Day! Patches to all.

Jackpot EAA flight with Errol 5-3-8 by Dale Cresap:

Errol has not flown since fall, so I am eagerly anticipating our flight to the EAA breakfast in Jackpot. I visit him the day before to find the plane covered in tape and masking paper, the cowl off, and the tail held up by a crane. This is not encouraging, but the following day it is ready to go. I arrive at 0630 and help him get it out of the shop where he can wash it with the steam/pressure washer. I try to avoid the spray because it is cold and windy, and then top off the fuel tanks and we are ready to go. I'm glad to have my bibs and an extra sweater on. The plane starts with difficulty and runs rough, but improves as we proceed. Where to take off? Errol settles on a route across a grain field, and we are off at 0704. If we can maintain 90 mph over the ground we will cover the 180 miles in 2 hours and only be 4 minutes late for the 9 AM event. Errol flies the whole way, and I do not make any hints about wanting the controls; both of these are unusual. Our course takes us right over Burley, and we climb to clear the mountains in our way. We hear Larry Hobbs and others on the radio approaching Jackpot. We are the last to arrive of the first group, but they are all standing on the ramp when we taxi in. Larry and Laura Hobbs are there, along with Mark Edwards, and Pete and Andy Stewart. Paul and Ophelia Tremblay drove down and spent the night. We stroll over to Cactus Pete's and get the breakfast buffet. It is \$15 a head, which seems quite expensive, but pilots are famous for buying \$100 hamburgers, so it is all a matter of perspective. Part of the expense may be due to the champagne, but our table does not seem to get a fair share of that. Nick Crookston arrives later with John Bakken and Bill Smith, and we have a great time telling stories. There is gambling available for those for whom flying is not gambling enough. I top off the main tanks of Errol's plane with 100LL at \$4.12 a gallon; if you have bought av gas recently you know this is a bargain. We had not planned to fly back in formation with Larry and Mark, but by coincidence we take off just behind them. We join up on the radio and in flight, but after 15 miles it occurs to me to ask Errol if he secured the left fuel cap. He did not, and neither did I. He peeks over the wing to see that it is missing. What to do? This type is not available any more, so we break off and head back to find it. Fortunately it is in plain sight and Errol spots it immediately. We take off again and Errol lets me fly the whole way home. We take an indirect route looking for the City of Rocks and not finding it, but we do find Oakley and Malta. Flying directly home from here takes us over American Falls and along the shore of the reservoir. A direct tailwind gives us 100 mph on the ground and I hand off to Errol to land in the same field we departed from, concluding another great adventure.



Tarmac at the Jackpot Airport



Breakfast at Cactus Petes



REMINDERS:

1. PLEASE SUBMIT STORIES AND PICTURES FOR OUR NEWSLETTER.
2. Please send the webmaster updates on home/email address changes.
3. Send us plane information, and pictures of yourselves and your airplane.
4. No airplane? ...send a picture of YOURSELF & your "WISH LIST".
5. Send "letters to the editor" for comments or feedback.
6. Support your local chapter. We can't do it without YOU!!!
7. ADD to our classifieds! Let us know if you sold an item too.

Safety Thoughts

Barber, Hunting Trips and Crash Site. (Used with Permission from Len Kauffman (Member, EAA 105)



I've had a number of interesting conversations with my barber over the past couple years. We talk about sports, hunting, airplanes and other common interests. I learned that he takes annual hunting trips to the John Day area in central Oregon. The actual hunting spot is eight to ten miles east of Prairie City. It's a beautiful and rugged area. Strawberry Mountain rises to over 9,000 feet to the south; the Blue Mountains stretch out from the east to northeast at 6,000 to 9,000 feet. He and

his hunting buddies always walk past the remains of a Cessna that has been there since their first trip more than fifteen years ago. He's always wondered what happened. How long has it been there? Why did it go down? Did anyone survive? After talking about it through a couple haircuts, I decided to check NTSB reports and let him know the results.

The NTSB number is SEA79FA032. It was a Cessna 150 on a VFR "pleasure/personal" trip from Baker (now Baker City) to Klamath Falls on May 1, 1979. The 66-year old VFR pilot received a "partial briefing" in person by FSS personnel. The report states that the briefing was "limited by pilot action." Accident site weather was listed as 3,000 overcast, visibility 5 miles or over (unlimited), temperature 46° F, wind 290 at 10. The aircraft was destroyed. The pilot killed.

NTSB official findings:

Type of Accident: Collided with trees
 Probable Cause(s): Pilot in command became lost/disoriented, continued VFR flight into adverse weather conditions.
 Factors: High obstructions, low ceilings.
 It would have been a 240 nm straight-line flight to Klamath Falls (LMT). The plane crashed around 7:00 am 40 nm southwest of Baker (BKE). The pilot had 167 total hours with 12 in type. He was not instrument rated and the aircraft was not equipped with gyro instruments. That's about all we know from the report. We can

only speculate on what occurred during flight and his decisions. It might be helpful to us, however, if we mentally ride along with him and imagine what may have happened. First, what about that "partial" briefing due to pilot action? Was he in a hurry? Did he have an arrival deadline at LMT that he wanted to meet? What was the reported weather at BKE, LMT and points between? Was he getting too much weather information to absorb? Did the weather look good enough at BKE to make him tune out the briefing? In any case, he obviously departed with less weather knowledge than he needed.

The report didn't state the source of the "accident site" weather. Presumably it was based on reports from John Day about 20 nm to the west at 3,697 feet. That would put the cloud base somewhere near 6,700 feet. Pull out your Seattle sectional and study the terrain west and south of Baker City. It's easy to imagine that he headed southwest until reaching highway 26, then followed it westbound through Dixie Pass (elevation of 5,279). That should have given him about 1,400 feet between the highway and clouds through a narrow gap with rapidly rising terrain on both sides. With good visibility it most likely didn't look all that bad. Once through the pass he probably turned south and 6 to 7 miles later faced Strawberry Mountain and a long eastwest ridge well up into the overcast. At that point he certainly must have realized he

might not make it to Klamath Falls. One option would have been to fly 20 miles west and land at Grant County airport in John Day. But he didn't. Maybe the weather didn't look good in that direction. Maybe he was looking for another way around the mountains. Or perhaps he just decided to return to Baker. From a position south of Prairie City it is not likely he could easily see the narrow Dixie Pass, especially if the weather was deteriorating.

The wind, 270 at 10 (or probably stronger at his altitude), would drift him back toward the mountains to the east and provide lifting action as it moved upslope. We can imagine him trying to fly the plane, stay out of the clouds, maintain awareness of his position and check the sectional for a way out - all the while bouncing around in rough mountain air. He may have followed a sucker canyon thinking it would lead to Dixie Pass -- and found himself trapped. He may have inadvertently entered the clouds while looking at the sectional. Pick your own scenario. In any case, he did not remain clear of the terrain and paid for it with his life. A sad story repeated all too often. We don't know about his family. Did he have a wife... kids...grandkids? I can imagine considerable sadness among family and friends with the loss, and that he is still missed today. I'm sure my barber's hunting party will have a little more to think about when they walk by that plane next Fall. And we, as pilots, can learn from this accident to reduce chances that we will repeat it.

RIVET POPPERS!

Pilot: "Albuquerque Center, this is United 372. I have an engine that just went out and I need to land. No panic, but I need a runway that's close to my present location." Tower: United 372, this is Albuquerque Center. You are cleared to land at (some town and airport I never hear of)". Immediately the pilot (who had obviously never heard of this town either) said "Hey, I'm not talking some crop duster airport here, Albuquerque Center." Tower: "United 372, that runway is 6,700 feet long. Is THAT going to be enough for you, or do you want me to send someone up to help you land?"

O'Hare Approach Control to a 747: "United 329, there is traffic nearby. It is a "Fokker" at one o'clock, three miles, Eastbound." United 239: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?" "The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."



IDAHO AIRCRAFT/AIRMAN REGISTRATION APPLICATION

Complete this form, sign below and return it with your fee to:
Idaho Transportation Department, Division of Aeronautics, 3483 Rickenbacker St., Boise, ID 83705
1-208-334-8775 or 1-800-426-4587

Complete the information below and the appropriate section for Aircraft and/or Airman Registration

Name: Phone: Address:

Company (if applicable): City:

Email: State: Zip:

AIRCRAFT REGISTRATION Maximum fee - \$2000.00

Fee = 1 cent per pound maximum certified gross weight -
(Example: 1500 max cert. gross weight = \$15.00)

N Number:

Make:

Model:

Serial No.:

Year Built:

Max Certified Gross Weight:

Home Airfield:

Decal shall be placed on the left side of the aircraft either on the vertical stabilizer or window nearest the rear of the aircraft

AIRMAN REGISTRATION Fee = \$12.00 for two (2) years

FAA Certificate #:

Hours flown lifetime:

Search and Rescue

Fill out only if you wish to volunteer:

Observer Only

Plains flier only (need 200 hours)

Mountain Flier (need 400 hours)

Comments:

Signature: Print Form



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