



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

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Web Master: Tom Strong	529-1608
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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 from September through May. No meetings during June, July, or August - but we do have fun activities going on...so check out our schedule!

OUR NEXT MEETING OCTOBER 18TH

Rick Stoddard from Blackfoot covered the "Reno Air Races" for 25 years as a reporter from 1973-1998. He currently works for radio station KCLE in the marketing department.

Rick will come and present us with a great history of those 25 years when he saw the Reno races. Come listen to his wonderful and exciting stories and memories and see pictures.

Idaho Falls
Aeromark, 6:00 pm.
SEE YOU THERE !

CHAPTER 407 ELECTIONS COMING UP SOON

The two positions open this year are for a two-year term for President and for Treasurer. In accordance with our bylaws, Article XI Elections, Item 3, I immediately contacted our current President and Treasurer and they agreed to be nominee candidates for re-election. Additional nominations for these positions will be accepted from the floor at our next chapter meeting on October 18th. Elections will then be held at our November meeting. We are a little behind schedule and EAA National must be notified in December of our officers, so we need to proceed in a very timely manner to complete the nominating and election process. Thanks, Hal





FIRST SATURDAY BREAKFAST FLY-INS

NOVEMBER 1st - This is our 3rd annual breakfast at "The Homestead" in Blackfoot. It has been a favorite with record turnouts. Last year we went in October, but this year we will head to The Homestead in November.

Lets meet at the Homestead by 8:30 to eat. For those flying in, give Natalie or Carol a cell-phone call and we will come get you.

NOTE: DECEMBER - Our annual Christmas Party. Date and Time to be determined.

JANUARY - Cold Weather Break!!!



"ENERGY" BY JIM WOLPER

It's the oldest debate in aviation: does elevator control airspeed or does it control altitude? Does power control altitude or does it control airspeed?

Come to think of it, "Who gets left seat?" may be an older debate. But this one is more fun.

Every flight instructor struggles with it. The student asks, and the instructor hems and haws and says things that start.."Well, sometimes ..." or draws out a long list of conditionals ("If you're high and the airplane is slow and it's a Tuesday in the northern hemisphere, then you should..."). Is there a simple answer?

I used to use a flip answer: "Power and pitch control airspeed and altitude; you have to stay coordinated." Well, it's not really flip, but it's not really useful either. So, is there a useful, simple answer? Useful in that it doesn't just tell you what to do, but tells you how to do it?

I have stumbled on one, in a round-about way. Let's back up a little bit to another classic instructor -student dialog. The instructor asks how to recover from a stall. The student is confused, because the FAA's publications, followed by the commercial publications, use a lot of flowery folderol about turbulent flow and burbling air to talk about why an airplane stalls, rather than saying what a stall is. Students who have been exposed to this have a dangerous attitude about stall recovery, because they do not have a clear idea that it's pitch, not power, that will save the day. So here's a typical dialog:

Me: How do you recover from a stall?

Student: Add power and ...

Me, interrupting: What do we do in gliders?

The thing is, when you give a student the correct definition of stall, it includes the recovery: A stall means that the angle of attack is too high, so a recovery means reducing the angle of attack. Power has almost nothing to do with stall recovery; stall recovery means reducing the angle of attack. You need power to pull your

scared bellybutton away from the ground. (Admittedly, power slightly reduces the stall speed of many light aircraft, so it may in fact aid stall recovery, but that is a secondary effect.)

So now let us return to the original debate. The solution is to examine the nature of power. Power becomes thrust, one of the four forces, and a force means that there is a change in energy. Energy is the key.

There are two kinds of energy, potential energy, which is proportional to height, and kinetic energy, which is proportional to the square of speed. Energy is conserved, so if you lose one you have to gain the other. "Trading airspeed for altitude" is how gliders go around; "trading altitude for airspeed" is a favorite chant

of air show announcers, watching some tiny 9G biplane in a screaming dive toward the bottom of the box. The only way to change the energy is to exert a force. Two of the four forces are important here. Drag tends to reduce energy: it slows you down. That's why gliders are so

small and sleek. The reduced drag means that the glider retains more energy. How reduced is the drag? A Cessna 172's lift over drag ratio is about 10:1. My glider's lift over drag is 39:1. At the same weight, the glider has 1/4 of the drag! The other force is thrust, which tends to increase energy. Thrust speeds you up. No, wait, thrust makes you go up. It's both! Thrust adds energy, which can either be in the form of speed (kinetic energy) or altitude (potential energy). Gliders don't have thrust, and depend on rising air to gain energy. Airplanes can gain a little energy this way, but usually depend on stored chemical energy (in other words, fuel that is converted to kinetic or potential energy).

But you knew this already: "An airplane climbs because of excess thrust." A climb increases the airplane's energy. And so we come to the definitive (pardon my hubris) answer on power management during approaches. If the energy is low, add power; If the energy is high, reduce power. In practical terms:

Add power when you are low and slow; you need a lot of energy. Reduce power if the PAPI is all white; you are high, so you have too much energy. Leave the power alone if you are low and fast. Raise the nose to convert airspeed into altitude. Just don't let the speed get too low. Leave the power alone if you are high and slow. Lower the nose to gain speed, and you will lose altitude. If we could only find a simple rule for the price of oil.

.....Jim

INTERESTED IN BEING A SPORT PILOT?

This is the web site for sport pilot info. The book is out of print right now so this is where you can go to get the information that was in the book. They are working on a new one. <http://www.sportpilot.org/learn/reachforthesky.pdf> Jim Baker is our sport pilot liaison if you have any questions. Give him a call or an email.

LET'S GO FLYING!

SAFE SYMPOSIUM - October 27-29. The 46th Annual Symposium in Grand Sierra Resort & Casino, Reno, Nevada. Call 541-895-3012 for info or log onto safeassociation.com.

COPPERSTATE REGIONAL FLYIN - October 23-26. Casa Grande Municipal Airport, Casa Grande, Arizona. Call 520-400-8887 or log onto copperstate.org.

BURNING MAN & HORSESHOE FLYIN - Saturday, October 18th. Roast hot dogs over the campfire 11 AM to 2 PM. We also will have some WWII vehicles, a halftrack and field artillery pieces, possibly a hellcat tank - the one with the radial engine. Our runway: 1500', 16-34, 122.9, RP 16, Windsock Mid field. Location Lat 40° 26.388' Long 112° 22.050' 1/4 mile South of Stockton, Ut Further Info call: 435-882-1099.

You don't want to miss this one !!!

TO KEEP YOUR NEWSLETTER GOING,
WE ARE VERY MUCH IN NEED
OF PICTURES, ARTICLES, PERSONAL
STORIES, & EVENTS. PLEASE
SUBMIT AS MANY AS YOU WANT!
Please help us out!!
THANKS

PLANES & THINGS FOR SALE

Dear EAA Chapter,
I am contacting you to pass on to your members the attached flyer, describing my Experimental Sky Ranger airplane which I have decided to sell. It was pictured on page 79 of the August Sport Aviation magazine. This is a great little plane, sipping 3 GPH autogas. Many other outstanding features. Thanks for helping out.

Jack Kuehn (406)273-6801
EAA 731710 (406)546-1086 cell
jack.kuehn@gmail.com
<http://mountaintime.myrf.net/imglib/index.htm>



Airframe TTSN 137 hours: VMAX kit purchased September, 2003. SN: SKR0307331 First Flight, December 13, 2005.
Rotax 912 UL 81 HP SN: 4405656 with Perma-Cool oil thermostat. TTSN 137 hours Fuel Consumption 3.25 GPH 87 octane auto gas. Cruise at 80 MPH.
Prop: IVO Patriot, 72" three blade ground adjustable. TTSN 135 hours
Experimental Category, Light Sport eligible. Empty Weight 619 LBS. Built under EAA Tech Counselor guidance. POH, Build log and photos available on request from serious buyers. VSO, 40 (MPH); Vx 55; Vy, 61; Gross weight 1200 LBS; Fuel Capacity 20 gallons useable. Vne, 124; Va, 83; Vfe, 83; This is a VERY easy and forgiving plane to fly, and has great performance. Bob Nuckols Wiring: Starter enabled by master, double grounded P-leads, Over Voltage protection relay, plug in any handheld radio into engine electrical power, built-in intercom system and external antenna. See this high quality electrical setup on his web site:
http://www.aeroelectric.com/articles/Rev11/AppZ_R11M.pdf
I used wiring diagram Z-16 for the Rotax 912, modified for simplicity to include only one bus. I used Bob's Over Voltage protection system, explained in the document. This is a high quality wiring system which functioned the first time with no issues, and has been trouble free ever since. This is not a show plane; it was built to fly. Located at Stevensville airport (32S) Montana. I am willing to fly this airplane to the qualified buyer, with a contract.

PLANES & THINGS FOR SALE

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: 30 amp ammeter, Westach, installed but never used - \$50. 12" spinner (uncut) w/ 5/8" mounting holes - \$100. Airwolf spin-on adapter for remote firewall mounting for a Lycoming or Continental engine, including AN-8 size nipples & O-rings for 1/2" oil lines, separate firewall mount required which can be purchased from an auto supply store - \$250. Turn & Bank indicator (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: Sonex for sale. 87 Total Hours on the Airframe, Propeller, and Power Plant. The Engine is an 80HP Aerovee Scratch built and inspected on May 29, 2007. Blue print #179, N# N179ES Engine: Aerovee-S/N 0257; Carburetors: Aerocarb,S/N 555IP; ACV-C03, Com Radio: Becker 12206; Transponder-Becker 0338; ATC 440A-A-250 ELT King 481558 King Ak450; Propeller-Senenich W54JVSI446 Encoder AKC 103086; Engine Information System-Grandrapids 2000. Tires- 11X400XS; Altimeter-Falcon 103089 ATL201NF-3; VSI UMA 10-05500 Airspeed A2241; Compass Airpath C2400LP4. Have to see to appreciate @ \$35,000. Call Elmer W. Smith @ 208 604 0419 or Mark L. Edwards 208 241 1865.



For Sale: Piper Pacer PA-20/16 for sale. 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: 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.

SPECIAL ANNOUNCEMENT
Dave & Lynda Carberry joined us last year for breakfast at Twin Falls and they also helped sponsor the EAA Chapter 23 Flyin in Ogden. They are having their "Own Flyin" at their own airstrip south of SLC. Read up on the "Burning Man & Horseshoe Flyin" on Page 4. They would love to see you fly in for a couple of hours. This Saturday between 11AM-2PM.

WOW!! WHAT A STORY WITH PICTURES!! SUBMITTED BY MARK EDWARDS:

The mood couldn't have been more relaxed aboard an executive jet carrying three Incline residents as it began its descent towards Reno-Tahoe International Airport Monday afternoon.

Mike Chipman was dozing while his wife, Evy, read a book. Steve DiZio was also reading and occasionally looked-up to check the flight's progress on a GPS read-out.

Then, they heard what sounded like an explosion coming from the cockpit. The cabin depressurized and the plane veered to the right before going into a steep dive.

"The pilot had just put on the seat belt sign, and a few minutes afterwards there was this explosion ...a really loud bang or crash from the cockpit," recalled DiZio, a retired high-tech start-up manager.

Traveling from the Carlsbad Airport in San Diego, the Hawker 800XP jet struck a glider in a mid-air collision at 16,000 feet over the Pine Nut Mountains southeast of Carson City.

The accident, which took place at about 3:10 pm., destroyed the jet's nose cone and the glider whose pilot, Japanese citizen and 30-year glider veteran, Akihiro Hirao, parachuted safely back to earth.

The pilot quickly brought the jet back under control as the three startled passengers secured their oxygen masks.

After deducing that the damage to the starboard wing, part of which had caved-in and was leaking fuel vapor, was too extensive to have been caused by a bird, and that they would all be dead if they had struck another conventional airplane, passenger Mike Chipman, a part owner of the Arizona Diamondbacks baseball team, surmised the truth.

"I knew there were gliders all over the place ... the only thing I could figure when we realized it wasn't a bird was that it was a glider," he said.

DiZio and the Chipmans said they did not panic after the crash. "Things go through your mind, but it was sort of like a dream," DiZio said. "There was nothing we could do. We just sort of went calm."

"I did some deep breathing and said a few prayers," Evy Chipman said.

"Though I was aware of the damage to the wing, there wasn't much I could do," said Mike Chipman. "The pilots clearly had it under control, but it certainly had my attention."

Though the passengers didn't know it at the time, the starboard engine had failed. Moreover, part of the glider had ripped its way through the plane's nose and into the instrument dash, causing it to burst into the pilot's face and lap.

Despite a gash to her chin, pilot Annette Saunders remained in control throughout the remainder of the flight, even after a two-foot piece of the nose structure had bent its way in front of the cockpit window.

After passing the Carson City Airport, the pilot swung the plane around to bring it in for an emergency landing. As they leveled-out, the co-pilot turned and yelled over the noise that they had lost control of their landing gear and would skid to a halt on the aircraft's belly.

Though passengers assumed the emergency position, they said the landing could not possibly have been better.

"The landing was as smooth as you could imagine, not even a bump," DiZio said. "We stayed on the runway right up to the end, so she (the pilot) must have had that just perfectly lined-up even with the crosswinds."

Upon landing, pilot Saunders was taken to the Washoe Medical Center with minor injuries.

Glider pilot Hirao was found unharmed by Washoe Tribal Police later that evening.

According to Lyons County Sheriff's Department Captain Jeff Page, the tribal police spotted a Japanese man, asked him if he was a glider pilot, and told him that a lot of friends were looking for him. They drove him back to the Minden-Tahoe Airport, where he had taken off earlier that afternoon, where he was greeted by friends, examined and quickly released with only scrapes and bruises.

"To be quite honest, I don't think anybody was expecting the outcome that we had," Page said. "In my 20 years in law enforcement, I've never seen a mid-collision where anybody survived. Here, everyone made it."



PRESIDENT'S MESSAGE:

I am not sure I was ready for our snow this weekend. It seems that summer was way too short. It has been a beautiful fall and I hope we still get some more pleasant weather before winter really sets in. Beware if you are out flying - do not get in trouble. The weather can change so fast. I cringe when I hear someone sneaking in to the airport because of weather problems.

The Young Eagle Fly-in turned out well - we had the right kind of weather and we (once again) flew over 50 kids! I really like to hear all of their responses when they come back from flying! Mylee told her grandmother "It was the greatest day of my life". Kallister said "I loved it when the wing tipped down". Thank you to all who came and helped.

We were in town and a very speedy airplane was circling Blackfoot. It was Chris Bingham in his RV7A. He has 3 hours flying time now. It looks great and I send my congratulations. We have some great meetings

planned, a safety meeting with Frank Lester, our November breakfast is at Homestead Restaurant in Blackfoot, and our Christmas party just around the corner.

We are so lucky to have such a great chapter! I know that each of you add to our greatness. I thank you for having the privilege of working with and for you..

HAPPY FLYING Natalie

SAFE PILOT SEMINARS FOR NOVEMBER

Hi Everyone,

I hope winter isn't closing in too fast but it was as cold as you-know-what in East Idaho this last week and snow is forecast for this weekend. I would like to schedule Safe Pilot seminars in your area on the 14th, 17th and 20th of November. I contacted Mark Peterson about making a presentation on War Birds. He will talk about the history of the P-51 and DiamondBack (the P-51 he flies), as well as their operations and safety concerns when mixing with other GA aircraft at non-towered airports.

I have included an outline of his talk, a picture and some background information about him including a link to his website. I haven't talked to Cliff or Dennis yet but the seminar should qualify for Wings credit.

I would like to start with Nampa on the 14th, Twin Falls on the 17th and finish in Idaho Falls on the 20th. I hope that fits your schedules. Once again, I will need your help to take care of the logistics and set up for me. I appreciate all that you have done in the past and hope that you will be able to assist again with these seminars.

I will send you promotional information for distribution and a link for your website within the next 10 days. Please let me know if you have any questions. Thanks again and have a great weekend, Frank Lester

<http://mustanghighflight.com/index.html>





“Lets Call Her ANGEL”

By Jim Baker

The date was June 28, 2008. The place was the Rexburg-Madison County Airport in Rexburg, Idaho. The event was EAA Chapter 407 Young Eagles Rally. The person was a delightfully pretty, shy African American girl who had never been in an airplane before.

During the rally, I was assigned to gather up the “next” young person in line and brief them as to what they were going to experience during their flight and to try to allay any fears they might have. When a plane became available, I would escort them out to the aircraft, introduce them to the pilot, collect their forms, calm any anxious parents who might be with them, assist them in getting into the airplane and then turn in the paperwork while they were up in the air.

'Angel' was there with her father and two older sisters. Two planes returned from flights at the same time, a four-seater low wing tricycle and a two-place tandem seat tail dragger. 'Angel' said she wanted to fly by herself so her two older sisters elected to join another young girl and fly in the four-seater. While we were waiting for the planes to taxi up and shut down, I found out from the father that he had attended an air show at the Rexburg airport two weeks earlier and had found out about the Young Eagles Rally at that time. None of his daughters had been in an airplane before and he wanted to give them the opportunity to experience flying. Another guide came to take the two older sisters and the other girl out to their plane so I decided to get to know 'Angel' while we were waiting for her plane to finish taxiing.

When I asked, she replied that she had never been in an airplane before but that it looked like it would be fun. Smiling widely, I told her that it most definitely would be. She

would be able to see the world from a whole new viewpoint. “I never get carsick,” she informed me in a solemn voice. “And I LOVE roller coasters,” she added brightly!

“Well, come on then! Let's go meet your pilot and get you flying,” I responded, taking her hand and waving for her father to accompany us. As we went out to the plane, her skipping while I walked, she chattered about how much fun she was going to have. I introduced her to the pilot, who explained what she should and should not do while they were in the air, and then we helped her get strapped into the plane, father snapping pictures the entire time. The pilot was a very outgoing individual who put 'Angel' totally at ease. We buttoned up the aircraft, waved goodbye to her and then walked back to the waiting area.

While we were waiting for 'Angel' to complete her flight, I chatted with her father about flying, his interests, and the new Sport Pilot Certificate Program. I also made the comment that he might want to be prepared to

have his own interest in flying echoed by his daughters when they returned from their flights. He didn't feel that was something he had to worry about since this was their first time flying and it would probably be more scary than exciting to them. I merely looked at him with a grin when I heard that.

The plane with his two older daughters soon returned and, true to his prediction, they had found the flight "fun, but a little scary and not something they wanted to repeat any time soon." I escorted them back to the registration table to get their flight recorded and their certificates signed. Leaving them there, I went out to meet 'Angel's' plane. As soon as the engine stopped, I hurried to the plane to help her out and was greeted by the biggest smile I had seen in years.

"That was FUN," she exclaimed as soon as I opened the door! "When can I go again?!"

"Well, that will be up to your father," I replied. "I'm sorry to say that it won't be today because we have too many other children who want to go flying." Her face fell and her shoulders slumped. "So you DO like flying?"

"Oh, YES! That was the most fun I have EVER had!"

"So do you think you would like to become a pilot some day?" That question was greeted by the most shocked look I had ever seen on the face of a little girl.

"Can little black girls BECOME pilots," she asked in a quivering voice.

I knelt down so I could look her in the eye and said, "Angel", you most certainly CAN become a pilot! You can become any thing you put your mind to, and don't let ANYONE ever tell you any differently! You will have to wait until you are sixteen to get your Student Pilot Certificate, but you can start LEARNING to fly at any time. You will have to tell your father of your desire to become a

pilot and the two of you work out how and when you can start. But you most certainly CAN become a pilot!"

No sooner were these words out of my mouth than she grabbed my hand and literally dragged me to my feet. "Let's go find Daddy," she said in a firm voice as she continued to drag me (and I was NOT resisting!) over to the registration table. When we were about fifteen feet from her father, who was bent over looking at something on the table, she yelled, "DADDY!" As he straightened and whirled around at the force he heard in her voice, she marched up to him and this ten year-old girl loudly declared, "Daddy! I want to become a pilot! How soon can I start?"

How can ANYONE doubt the value of the Young Eagles Program?

....Jim



Note to EAA Chapters

By Paul H. Poberezny



It has been quite an education - the EAA college of education - all 55 years of it! Every day has been a wonderful experience and we have learned more about people than the many aspects of aviation and the airplane. I would not trade the many friendships formed and shared for any amount of money.

In reading EAA Chapter newsletters for many years, I've seen chapter leaders pass through this same educa-

tion process...the people they serve, the joys and the challenges of holding their groups together. And sometimes the disappointments: the failure of chapter support or even (rarely) its leadership, either of which is not uncommon with any such social groups.

Having attended hundreds of chapter events over these past 55 years, there are many stories to tell...for example, Salt Lake City EAA Chapter 23 where I was asked to speak. My transportation was a Wisconsin Air Guard Lockheed T-33 jet aircraft, which provided a fast flight. The event was well attended and some of the early day airplane homebuilders were there: Ron Conrad, Earl Player and others, as well as a number of FAA supporters of EAA's efforts. At that meeting, the local FAA folks had a present for me. It was noticed that I had been jumping around the country quite a bit on behalf of our EAA movement and they thought a pogo stick would be the correct, improved way, rather than a T-33 jet.

The pogo stick, complete with a full instrument panel, was presented to the amusement of the audience and the honor bestowed upon me. The next morning, with the pogo stick secured in the back seat of the T-33, it was the longest and fastest hop it ever made! We still have it and it will be on display in the EAA Founders Library along with many other items and artifacts of your organization that we've saved over the past 55 years.

I am proud of the great accomplishments of the EAA Chapter Program. From the very first - Chapter 1 in Riverside, California, back in late 1953, and the leadership Ray Stits provided then and even to this day. Also, the financial support that he and others have recently provided to the EAA Founders Gallery, which is scheduled to be unveiled during the 2009 EAA AirVenture Fly-In Convention here in Oshkosh.

What a wonderful family! It has been a privilege to know you all.

Paul