



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

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

NEXT MEETING - SEPTEMBER 20TH

A Special Treat: Les Hill, a professional photographer, will present a class on Photography (we all take pictures). This meeting will be held at the Pocatello Airport, ISU Maintenance Hangar and starts at 6:00 PM.

Bring your camera!! Bring your favorite photos!! Bring your problem photos (that you wish had turned out).

- Go to: Hills-Photo.com.
- Go to: [Click here](#) (at the very bottom)
- Click on Miscellaneous Airplane Pictures

He will be referring to these photos while giving his presentation. See all of you at the meeting!



YOUNG EAGLES RALLY COMING TO BLACKFOOT

When: September 27th
Where: Blackfoot Airport
Time: Pilot Briefing @ 8:30
Flight: Starts @ 9:00

Contact Dale Cresap or Pete Stewart if you can fly or volunteer to help at the Certificate table. Its usually finished by noon.

One of the groups we will be flying is the Blackfoot Girl Scout Troop. Lots of other kids will also be participating. So spread the word and lets have a fantastic turnout! Thanks



Nate Smith's daughter, Nina, soloed Wednesday morning, August 7th. Shown here with her instructor Kent Magelby, and the plane 7770W. While she will not finish locally, as she left for graduate school in Ohio, she hopes to continue with the fly club at Wright Patterson AFB.

To date she has accumulated just over 28 hours and is well on her way.



The seal coat project is now completed at Rigby-hooray!! Here is a shot from above the runway! WOW! It almost glows in the dark!! Reminder that the Idaho Fall's main runway is still closed. The runway at the Red Baron is open.

Report from Larry Hobbs: On Friday, August 22-23, I took off from Rigby around 6:15 AM and flew toward Ririe to meet Errol Spaulding who was just lifting off of Clark Hamilton's grass field. After a brief radio position report from Errol, I spotted his strobe lights and we joined up in short order and cut a course to Fairfield, southwest of Sun Valley. Tom Strong was going as well but because of the speed of his trusty steed (RV 9A), he departed Rigby about a half hour later to give Errol and I time to cover some distance. It all worked out perfectly as Tom met us in the landing pattern at Fairfield and we all landed together. We then walked across the road to the local cafe for breakfast. After a great feast, we walked over to the gas station and filled up some jerry jugs that we brought along to top off the fuel tanks. Full tummies and full tanks, we then departed to the North to overfly Smiley Creek on our way to Johnson Creek.

At Johnson Creek, we set up our tents to camp and took their courtesy van into Yellow Pine for the grand tour which will take all of 5 minutes as there really isn't much there. (Big Note: Yellow Pine is well known for their annual "Harmonica Festival" which they have been hosting for over 15 years. Keep that in mind for next year when you want to go hear some great music! And play your harmonical!) After a cool night of sleeping, we defrosted everything and then we took to the air for Big Creek and breakfast. Well, we immediately noticed this place was very busy today and it would be quite a while before we could get breakfast....so we all decided to take to the air again. Surely there was a

place close by that would have a warm breakfast. We soon turned our heading towards West Fork, Montana. A perfect choice as Tex, the owner, hurried over to find out what we would like that morning. We really wanted lunch by now and some plane fuel too. So with that said, we headed to the lodge for a fantastic lunch of delicious sandwiches. Tex and his wife Heidi are very gracious hosts and go completely out of their way to help with any thing. This was a really neat place to land!!!

Tex gave Tom, Errol, and myself a grand tour of the facilities after lunch (although I had been there before). We wound up just lounging around the rest of the afternoon, waiting for the temperatures to cool down and the wind to subside a little. Finally, around 5:00 PM, we departed for home, a little reluctant, to bring a fantastic two-day flying trip to an end. All in all, the food was fabulous, the sights were awesome, and the company was fantastic. Sorry the rest of you weren't with us to enjoy.Larry



Yellow Pine General Store



Johnson Creek Airport near Yellow Pine



On the East Fork-South Fork of the Salmon



Sawtooth Range on the way to Johnson Creek



Runway dip at Big Creek Airport



Big Creek Lodge at the Airport



Flying into Westfork, Montana Airport



Gorgeous Lodge at Westfork. Cabins are available also.



A WASHINGTON FLYING STORY by Dale Cresap:

I come to Portland to visit my parents on Labor Day and have a chance to fly with Bob in his RV-9A. Where should we go? I have been to the OR coast many times, but only to Ilwaco on the Washington coast. On a highway map it looks like difficult access because there are many inlets and few roads, but that is not a problem for a plane. Bob agrees this is a good idea and we settle on Sunday. I would go all the way around the Olympic peninsula, but he thinks Gray's Harbor will be far enough. Beyond Gray's Harbor are MOA and wilderness areas, so that would be an issue if we went there.

It is cloudy on Sunday, but still VFR, so we go to Fairways and get in the plane. Master on, right tank showing 5 gallons? Bob is adamant that he left it full and it has been in a locked hangar. He suspects a bad gauge. We have plenty of gas in the other tank so we fly to Mulino and look in the tank. The gauge was correct - the gas is missing. We talk to 2 guys who wander over and decide to go on to Twin Oaks for gas since it is on the way and it is cheaper there.

The engine is hard to start hot, alternating between flooding and leaning out, but we get it going without running the battery down. We get 16 gallons of gas at Twin Oaks, Bob gives me the left seat. I take off and make a sharp turn to avoid Hillsboro airspace, then follow hwy 6 toward Tillamook. This highway is a narrow trace through tall trees. We are only able to follow it with the GPS moving map. The weather gets worse and the clouds close in. We agree to turn around and follow the highway back a few miles to better weather.

Now which way? We are over the densely forested slopes of the 'bump' in NW Oregon. The only airport for miles is a grass strip at Vernonia. Weather is an issue, but passable in some directions. I think the Columbia River is the lowest route to the Pacific, but Bob says we are closer to the coast than the river. There are some thin spots in the clouds to the west, so we aim for Seaside, but the clouds divert us to Astoria, so we arrive at the river and the coast at the same time. We finally encounter good weather so 'the coast is clear', according to the old saying. I do a touch and go at Astoria and another at Ilwaco for good measure.

We fly north along Long Beach and on to Gray's Harbor, landing at Westport. After refreshing ourselves and having a snack, we decide what to do next. We could go back down the coast and follow the river back to Portland, or head inland as we originally planned. It is clear to the east, so after another hard start we take off, touch down at Ocean Shores on the north harbor entrance, and fly over Hoquim, Aberdeen, Elma, and on to Centralia where we pick up I-

5, following it from there to Longview/Kelso, where we pick up the Columbia again. Our route is clear, but just across the river on the Oregon side, Rainier is getting dumped on. We skirt around that and follow the west shore of the Columbia south to avoid PDX airspace, dropping down to stay under the outer shelf.

Bob wants to get gas at Scappose, but realizes that leaving the tanks full would only benefit the thief, so we fly on. The terrain forces us to climb as we head south, and there is a bump in the floor of the PDX shelf to accommodate us. We drop down again to remain clear of PDX airspace as we fly by downtown and the bridges on the Willamette.

I had not planned to fly over my parent's house, but I see a familiar sight, Westmoreland Park, so that must be Moreland Presbyterian church, and their house is a block and a half south. I do not make positive identification, but take some pictures of the general area anyhow, and continue south east.

How to find Fairways? It is not on the GPS database, but Bob has it marked in the user database. I'm not sure which waypoint it is, and have to deal with a curtain of rain straight ahead. I opt to go left, and Bob identifies Fairways as user waypoint 11. I fly for it but am not familiar with approaching from this direction. I look for the strip and Bob says I am on a left base. He is right, but I am too high, so I turn right to join the pattern on downwind and lose altitude. The landing is uneventful, and we get the plane in the

hangar quickly, just before a huge cloud-burst. A perfect ending to another great flying adventure.

.....Dale



FIRST SATURDAY BREAKFAST FLY-INS

OCTOBER 4TH - Fairfield Airport (U86)
Meet at Fairfield by 9:00AM. The Prairie Kitchen is right across the street and we can all walk over for a terrific breakfast. The runway is smooth dirt, easy to land on. See you there....or drive up.

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!!!

PRESIDENT'S MESSAGE TO ALL:

Where did summer go? It seems like a week ago we had our Young Eagle fly-in at Gooding, and just a few weeks ago, the camp out at West Yellowstone.

I love this time of year. There seems to be a peace that comes with the season and a time of calming from the bustle of summer. Flying is really exciting this time of year, especially when the trees are all dressed in fall colors. I met Terry during this time of year. So for me there are a lot of wonderful memories that come with September and fall. I often reflect on our fun dates we had flying together.

I started potato harvest this week, a busy time in the fall. I am now feeling that it's time to settle down, get my ducks in a row, and get prepared for winter.

We have been working on getting our chapter activities planned out for the next 4 months. Watch the newsletter for our activities. I hope that all of you can be free to come join in with us.

Happy FlyingNatalie

LET'S GO FLYING!

A FLY-IN AT ST. ANTHONY - September 20th. Fly to the St. Anthony Airport for a great fly-in (plans are now being put together and more info to follow in next newsletter). Sounds like a fun time! For questions, send an email to: albrug@fairpoint.net

PANCAKE FLY-IN BREAKFAST - September 27th. Sponsored by EAA Chpt 757 @ Boundary Cty Airport starting at 8:00 AM. Bonners Ferry, Idaho.

WESTERN COLORADO 2008 - September 26-28 @ the GJ Regional Airport in Grand Junction, Colorado. Call 970-242-9691 or log onto gjairshow.com.



SANTA FE AIRSHOW - September 20th, Santa Fe Municipal Airport in New Mexico. Call 505-424-7124 or log onto www.santafeairshow.com.

BALLOON FIESTA - October 4-12 at Albuquerque International, Balloon Fiesta Park, Albuquerque, New Mexico. Call 888-422-7277 or log onto balloonfiesta.com.

CHICO AIRFEST - September 27-28 @Chico Municipal Airport, Chico, California. Call 530-230-1284 or log onto chicoairfest.com.

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.

WINGS & WHEELS AT WENDOVER - Saturday, September 20th. Many great performers and classic aircraft will be at the event. Contact event director at the website: www.wendoverairbase.com.

EAA CHAPTER 997 ANNUAL FLY-IN PIG-ROAST @ CAMPOUT - Saturday-Sunday, September 20-21. Saturday is \$10 for "All You Can Eat, Homemade food, Movies, and Blue Grass Music. Sunday Service and \$5 Breakfast. Free Open Field Camping-No Charge. Held at Animas Air Park, Durango, Colorado. Contact Bob Winski at 970-759-3695 for more information.

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>

COLORFEST-BALLOON GLOW FLY-IN - September 19-21 @ Pagosa Springs, Colorado. The Fly-in Highlight is the lighting of hot air balloons at the airport in the evenings. For more information, contact Debbie McKown at 850-454-6806

TO KEEP YOUR NEWSLETTER GOING, WE ARE IN DIRE NEED OF YOUR PICTURES AND YOUR ARTICLES.

DEADLINE FOR NEWSLETTER SUBMITTALS FOR THE OCTOBER PUBLICATION IS OCTOBER 10TH. PLEASE SUBMIT ALL ARTICLES AND PICTURES NO LATER THAN OCTOBER 10TH. THANKS

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

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 (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 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.

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 W54JVSI44G 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: 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: 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-

IMPORTANT: THE MAIN RUNWAY IN IDAHO FALLS (RUNWAYS 2 AND 20) WILL BE CLOSED FROM SEPTEMBER 2ND TO OCTOBER 1ST FOR REPAIRS. CALL THE IF REGIONAL AIRPORT FOR ADDITIONAL INFORMATION OR UPDATES. THE RUNWAY @ RED BARON IS OPEN.

PLEASE SEND YOUR "FOR SALE" INFORMATION TO TSTRONG@IDA.NET SO WE CAN POST IT HERE.

PLEASE LET US KNOW IF YOU HAVE SOLD ANY ITEMS LISTED SO WE CAN REMOVE THEM FROM THE AD.

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.



Airport Lighting

Let's say you're planning a VFR flight to Baker City. You'll leave after work and arrive around sunset. The Seattle sectional and Flight Guide show three runways and airport lighting. Weather is high overcast with southwesterly winds. Due to unexpected delays, you leave later than planned and it's dark as you cross the last mountain ridge and turn toward BKE. ASOS reports eight thousand overcast, wind 220 at 15 peak gusts 22. Shouldn't be a problem with three runways, right? The airport beacon is straight ahead but no runway lights are in sight. Must be pilot controlled lighting...just click the mike switch a few times on CTAF 123.0. Runway lights pop up on 13-31 but nothing on 17-35 or 08-26. Carefully click 7 times...that might do it. Still only 13-31 lights. The other two runways (somewhat into the wind) are lost in a black hole. A 15 to 22 knot direct crosswind in the dark after a long day is not what you had in mind. Now it's decision time: Land on 13 or 31 with strong gusty crosswind, try an unlit runway or go elsewhere?

A more detailed look at airport information before the flight might prevent this last minute surprise. The sectional simply shows an *L in the airport block. That indicates, "Lighting limitations exist, refer to Airport/Facility Directory". Not much help by itself. The Flight Guide tells us more, "Bcn. *PCL: 13/31 (3x, 5x, 7x), VASI (7x)."

The airport has a rotating beacon, Pilot Controlled Lighting (PCL) on 13-31 and a VASI. Runway light intensity is controlled by standard 3, 5, or 7 clicks (within 5 seconds) on CTAF. The VASI comes on with 7 clicks but you'll need to check the airport diagram to see that it's only on runway 13. The diagram has two small circles at the approach end of 13 and 31 to indicate Runway End Identifier Lights (REIL). No lights are indicated on the other runways. The sectional tells us to check the FAA Airport/Facility Directory (Green Book) for more lighting information. There we learn that runway 13-31 has Medium Intensity Runway Lights (MIRL).

Runway 13 VASI is a V4L (4-box Visual Approach Slope Indicator on the left side) with 3.0° glide slope. In the remarks section we're told to activate MIRL for Rwy 13-31 and VASI to 13 on CTAF. Check the legend for standard mike clicks to set light intensity. It does not tell us that 7 clicks are required to turn on the 13 VASI. Interestingly, the Flight Guide shows the VASI on the right side of 13 but the A/FD depicts

it on the left. Some systems use non-standard two-step or one-step lighting systems. Those lights may even turn OFF with three or seven clicks. There are non-standard visual slope indicator also, such as Lenhardt's, depicted as VASI (NSTD). Read specifics in A/FD Airport Remarks and Flight Guide.

Pilot controlled lights typically remain on for 15 minutes. If runway lights are already on when you arrive, it's a good idea to reset desired intensity on downwind or base to ensure they'll stay on through landing. If REIL or approach lights are too bright, be prepared to dim them on final if necessary. Also keep in mind that traffic at nearby airports using the same CTAF may change (or turn off) lights at your airport.

A few other "lighted" airports in our area with similar dark runways include Madras (no lights on 04-22), McMinnville (17-35), Olympia (08-26) and Pendleton (16-34). LaGrande's runway 16-34 has no lights and is now CLOSED until early August for drainage work and resurfacing. And the Baker City rwy 26 has a displaced threshold because of power lines close to the pavement. It wouldn't be a good idea to consider landing on either of those runways on a dark night.

For those who fly night IFR, be sure to activate pilot controlled approach and runway lights by the time you pass the final approach fix inbound. NACO approach plates denote PCL by the negative symbology (black circled

"L") next to the activating frequency. However, according to the IFR Refresher (November 2006), controllers at some airports may pre-select lights on a particular runway based on anticipated conditions before closing the tower at night. It may NOT be the runway you plan to use. Check the AF/D Remarks Section for statements like, "When twr is clsd ACTIVATE REIL Rwy 27 and rwy/apch lgts for preselected favorable rwy—CTAF." IF they pre-select 27 but you're flying the approach to 18 you won't see approach or runway lights when you break out. A huge surprise if that's near DA or MDA. Or, if you plan to circle to another runway and find it dark. You may not always be advised of runway lighting by ATC. Ask. Flying brings many surprises, but good pre-flight planning can help reduce them.



AOPA GENERAL AVIATION TRENDS

First quarter, 2008

The first quarter of 2008 saw mixed results in terms of flight activity, pilot certification, aircraft shipments, and registration

applications. All comparisons are based on quarterly comparisons from 2007 to 2008. First quarter and year-to-date comparisons are identical; therefore, charts for YTD comparisons are omitted.

Overall, measures of flight activity were down as compared to the previous year. Center activity fell behind last year's figures by 5 percent, while activity at towers decreased by 4 percent. Total gallons of avgas sold fell behind last year's first-quarter numbers by 18 percent.

Trends in certificate issuances varied by certificate level. Compared to 2007, all areas of pilot certificates experience declines during the first quarter of 2008, except commercial (up 18 percent), ATP (up 16 percent), and instrument ratings (up 9 percent). Declines were seen in student issuances (down 14 percent), private issuances (down 11 percent), and CFI ratings issued (down 2 percent). (Note: The lower number of certificate issuances reflects the fact that the FAA has implemented a new system. The numbers reflect numbers from April plus the first week in May, which was used for training purposes. Everything should be back to normal in a couple of months.)

Aircraft shipments were behind last year's figures. A comparison of total U.S. shipments shows 2008 figures to be behind 2007 fig-

ures by 11 percent. Focusing exclusively on single-engine piston aircraft for 2008 (277 of the 558) are down compared to 2007 shipments (425 of 628), down 35 percent. Aircraft registration applications for quarter one 2008 were behind when compared to 2007 data (down 12.3 percent). (Note: Only January and February data is available for 2008 aircraft registrations.)

Accident data for the first quarter of 2008 (252 in 2008) shows a decline of 11 percent as compared to the first quarter of 2007 (282 in 2007). Record low fatal general aviation accidents are due to a dedicated commitment to safety by everyone in general aviation.

Sport pilot certificates held data for the first quarter of 2008 shows an increase of 61 percent as compared to the first quarter

Gallons of aviation gasoline sold: A total of 38,746,000 gallons of aviation gasoline were sold during the first quarter of 2008. This figure is down from the previous year by 18 percent (8,651 fewer gallons sold as compared to 2007).

