



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
Correspondence: Ellie Wolper	221-6284
Web Master: Tom Strong	529-1608
Web Master: Harold Mothersill	524-6204
Sport Pilot Liaison: Jim Baker	357-2437
Chapter Website: <a href="http://www.eaa407.org">http://www.eaa407.org</a>	

## 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!

**APRIL 18th MEETING:** Everyone was notified prior to this meeting. On Saturday, we will be checking out some "planes-in-progress". What a great way to see these in stages of being built!! Consider carpooling! So come join in our excursion Here is our short schedule, addresses, phone numbers, and links to maps so you can find your way to each location.

**4:30 PM:** Larry Hobb's Home (RV-7), 6199 Fox Run Drive, Idaho Falls 83402, Phone: 523-9597

To view map, click link below or copy and paste to your browser:  
<http://www.mapquest.com/maps?city=Idaho+Falls&state=ID&address=6199+Fox+Run+Drive#a/maps/m::11:43.442135:-112.051751:0:::/e>

**6:00 PM:** Aeromark's New Hangar at the Idaho Falls Airport. Bob Hoff will give us a tour of the new Aeromark Hangar

**7:30 PM:** Brad Fell's Home (RV-6), 3825 Geneva Drive, Ammon 83406, Phone: 522-6443

To view map, click link below or copy and paste to your browser:  
<http://www.mapquest.com/maps?city=Idaho+Falls&state=ID&address=6199+Fox+Run+Drive#a/maps/>

## UPCOMING EVENTS & 1ST SATURDAY BREAKFASTS (or lunch!)

**May 2nd:** Here we come **Jackpot!** "...the **best breakfast buffet** you will ever see". It is about a 5 minute walk from the airport right in town. Meet at the Jackpot Airport by 9:30AM and come hungry! This is always a treat. Identifier is O6U. Runway is 6,200 feet. Elevation: 5,200 ft. Suggestion: Drivers could stay the weekend at Cactus Petes.

**REMINDER!!!!** Get in your reservations. **June 19th-20th:** This is a marvelous trip up to West Fork, Montana. (5 miles SW of Conner, Montana near Hamilton).

Friday evening dinner and Saturday morning breakfast is available in their superb restaurant! If you're planning on flying or driving up to stay in a cabin, the lodge, or RV site, please call Tex Irwin for reservations @ 406-821-1853. Tenters, you can just show up! This is a "popular destination" so reservations need to be made as soon as possible. Identifier is 4U7. Runway is 2,600 X 65 feet & turf/gravel in good shape. 100LL available. Elevation is 4,200 ft. Its 193 air miles from Id.Falls. Call Larry Hobbs 523-9597



APPROACH INTO THE WESTFORK AIRSTRIP



PICTURE OF THE CLEAN AND ROOMY CABINS AT THE WEST-FORK LODGE.

INSIDE PICTURE OF THE CABINS SHOWING THE SLEEPING ACCOMODATIONS. LOOKS PRETTY DARN COMFY!!



**TIME FOR OUR ANNUAL FLY-IN:  
AT "THE IDAHO SCHOOL FOR  
THE DEAF AND BLIND".**

Always a success with the kids there, the Young Eagles Fly-in will take place on Wednesday, April 29th. Please call Dale Cresap @ 529-0377 if you can fly kids, or if you can volunteer to be part of the ground crew with registration and organizing.

Meet @ 8:30 AM  
Pilot Briefing is  
@ 8:45 AM  
Flying starts @  
9:00 AM and will  
run until noonish.



**BLACKFOOT BOOTH**

The Blackfoot Pilots Association will have open house at the Blackfoot Airport on June 13th.

Our Chapter 407 will set up a booth. Will be needing volunteers to fly their planes down to put on display.

Additional details will come out in the next newsletter. Be sure to mark your calendars for June 13th.

**AUGUST 14th-15TH, "3rd ANNUAL WEST YELLOWSTONE  
FLYIN**



Chapter 407:

Aerial view of the West Yellowstone Airport look approx. NE down Runway 01. We will be setting up both in and next to the campground by the trees @ the far end of the tarmac (see arrow). There is room for RVs, tents, and cars. We will have Pot Luck Friday evening and a breakfast Saturday AM. There is a restaurant and showers available also.

**\*Suggested donation to cover the cost of the breakfast is \$5 PER EACH PERSON. Tie-down fee last year was \$4. The campground has water and courtesy bicycles for riding into town. Walking into town is a great hike for those wanting fresh air and exercise! We will need a head-count. Call or email Tom Strong if you are coming.**

Here we go!!! ...our **"1st ANNUAL POKER RUN"** (starting an annual tradition)!! When: AUGUST 29th (Saturday). Details are being worked out right now, but we will be traveling to 5 different airports in the vicinity to collect our poker hands. (poker cards will be placed at each airport ahead of the run). A prize will be awarded to the best poker hand. We will end our poker run at the Rigby Airport for a cookout lunch at Tom's hangar. Everyone in the chapter invited to come up and enjoy the cookout and cheer the participants.



# CHARTS

BY  
JIM WOLPER



We instructors know what you say about us behind our backs. "All they talk about is right rudder! Watch your airspeed! Use current charts!" Nobody remembers when we say "Great job! That's how to do it! You're a real pilot now!"

The thing is, the laws of aerodynamics apply to every pilot. If you get slow and lazy on the rudder, you're at risk of the stall-spin-crash-burn-die scenario. And the law of the land applies to all pilots, too, so while old charts won't lead you to fly into a new mountain, airspace boundaries and frequencies change all the time. If your charts aren't up to date then you might fly into a new Restricted Area while you are calling on the old frequency. This might lead to an up-close and personal encounter with a pair of armed fighters, a license suspension, or worse.

But the law cuts both ways. What if the chart is wrong?

Recently I was working with an instrument student who was beginning to study IFR charts. Current IFR charts are even more important than current VFR charts. IFR charts are generally good for 56 days, while sectionals are good for 6 months and WAC

charts are good for a year.

I showed him how to tell that the chart was current, and then started to show him some of the chart features around Pocatello and Idaho Falls. One of my big teaching and learning rules is to start with something familiar; that should lead to more confidence in your knowledge when you apply it to something unfamiliar. Being a local, he knew the frequencies for Pocatello and Idaho Falls VORs, and the control towers, the elevation at Blackfoot, and the like already, and I was showing him how to find the stuff he knows on a chart with a new format.

So far, so good. Then we got to some things that he wasn't as sure about. The first was the Instrument Landing System approach into Pocatello. The left-right signal for the ILS is generated by a transmitter called the localizer, and I showed him the frequency, 110.3. The localizer only works for one bearing, unlike the VOR that works for every bearing, and that bearing has to be on the chart. I pointed to it.

"That says 208," he said, "and I thought you said it was 211." The chart was wrong.

This wasn't the first charting error I have ever seen, either. That's why every NACO (the current name for the government charting office) charts all have a little box that says ..FOR CHARTING ERRORS CONTACT... So I sent them an email with scans of the incorrect chart and of a correct chart.

"Maybe they'll give you a free year's subscription," my student said, but I think we all got something better. They had already found the error, and sent me the paperwork that they had gone through to fix it.

Aeronautical charts involve millions or even billions of pieces of information: elevations, frequencies, airspace boundaries, National Wildlife Refuge areas, marine beacons, magnetic anomalies, the last remnants of the old Federal Colored Airways, abandoned airports, as well as obscure notations like "26 towers arranged in the shape of two stars." (I've always wanted to fly over that one; it's in eastern Canada.) Despite the huge amount of data, I can only think of a couple of errors in all these years. That's certainly a better record than mine.

What this means is that there are a lot of people working behind the scenes doing a fantastic job of keeping the charts correct. Let's thank them, and protect ourselves, by using the current version of all that work.

.....Jim Wolper



## END OF A DREAM..NOT!

By  
Jim Baker



I died at 11:30 PM on Christmas Eve of 2008 during a blizzard. Well, not really. But two neurosurgeons say that I SHOULD have, and they have no idea why I am still alive. I had an artery in my head split open (ruptured cerebral aneurysm) while I was plowing my driveway. Because of the blizzard, an ambulance couldn't get to my house (the second of two attempts) to get me until late Christmas morning, so the first neurosurgeon wasn't able to operate on me in the local hospital in Idaho until Christmas afternoon. When he was finally in my head, he discovered that my rupture was of a shape and size that he did not know how to repair. He closed my head back up and the next day a special foul-weather medivac aircraft flew up to get me and take me to a major university medical facility in Utah. On the 27<sup>th</sup> of December, a second neurosurgeon opened up my head and made what repairs he could, leaving a

tiny leak of 1-2% of full flow when he was done. So far, the ONLY physical effects of this entire affair are a slight double vision in my left eye and paralysis of my face above my left eyebrow from the center of my forehead to just in front of my left ear. So I will probably never again pilot a plane. But this has NOT in any way ended my dream of flying or my passion for the Sport Pilot/Light Sport Aircraft innovation to General Aviation. I received my Sport Pilot Certificate just a year and a half ago after over fifty years of dreaming and wanting. I achieved a lifelong goal of being able to take my wife, my children and my grandchildren flying while I was the pilot! NONE of them can get enough of flying now! They saw the world from a whole new perspective and it made them start thinking of the world from an expanded viewpoint. Their smiles were almost as wide as mine, and it gave me a sense of accomplishment that can only be understood by another pilot. But my being a "grounded" pilot has NOT diminished my passion for helping

others learn about and experience the incredible joy I felt the day my DPE asked me, "How does it feel to be a Sport Pilot?", as we taxied from the runway the day of my practical examination. I may not be able to personally take prospective pilots up to give them their first taste of flying, but I CAN make the arrangements, tell them about the Sport Pilot/Light Sport Aircraft program and provide them with literature to answer their questions. And I can tell them of my personal experiences as a Sport Pilot. With the current financial conditions existing worldwide, the attempted closing of airports, the restrictions our government wants to place on general aviation and the disastrous impacts occurring throughout the aviation industry, it is absolutely imperative that ALL pilots, flying or not, continue to promote flying as both a fun experience and a professional career opportunity. If we don't do this, one of the most incredible experiences a man or woman can experience will be lost. A major transportation source for the entire world will be adversely impacted and the

lives of **MANY** people will be greatly reduced. So we **ALL** need to pay particular attention to what is going on around us. Watch the news, look at bulletins about aviation issues, get involved with aviation organizations, keep in contact with your local, state, and federal representatives so they will know **EXACTLY** how you feel about anything affecting the sport and profession of flying. If we don't do this, then we will lose the war. Even though I can no longer fly as a pilot, as the Sport Pilot Liaison for EAA Chapter 407 in Idaho Falls, Idaho, I'm going to continue doing my part. Will you? .....Jim Baker

**Addendum: Update!!!!**

On March 31, 2009, I was given a clean bill of health by my Radiologist and Neurologist! They say that the leakage in my repaired cerebral artery has healed itself. They don't know how or why, but it has. When they performed their tests, the results show no signs of any further leakage, no additional aneurysms nor

arterial weakening. They state that they see nothing to prevent my piloting an aircraft again!

....Jim Baker



Our Librarian is Paul Tremblay.

Our library is upstairs in our Aeromark Facility where we meet for our Idaho Falls meetings. Be sure to check out our inventory of terrific books and some videos too. If there is something you would like to find in our library, please let Paul know. Great Resources. Call him at 520-9137.

### NEED TOOLS TO WORK ON YOUR PLANE???

ISU Airplane Maintenance Department has a wonderful tool loan program. If you need specific tools for working on your plane, call Pete Stewart, Chapter Member and employee in the ISU Program. They will loan you what you need to get the job done.

If you are even thinking of going to **OSHKOSH** this year, you can pre-order the **AirVenture NOTAM** and they will mail it to you **free of charge in May**. Go to:

[http://www.airventure.org/news/2009/090402\\_notam.html](http://www.airventure.org/news/2009/090402_notam.html)

COUNTDOWN TO  
OSHKOSH IS  
98 DAYS & 15 HOURS

ENTERTAINMENT THIS  
YEAR IS BY THE  
DOOBIE BROTHERS &  
JEFF DUNHAM

Rainbow Bridge, Utah  
GPS Location  
N 37 04.748  
W -110 57.267



# REMEMBER CHRISTMAS



My how time  
does fly.  
Seems like the  
Christmas Party  
was just last  
week.



## Fly Market

### For Sale:

CHALLENGER I • \$8,000 • LIGHT-SPORT AIRCRAFT FOR SALE! • Challenger I, N#, ELSA, nice plane, 95 hours, will do fresh annual, doors, speed struts, fiberglass nose, 99 kit, built 05, registered 07, 10 gallon fuel, 3gph burn, 447 engine, wood prop, flaps, BRS chute, elec. start, strobe, heater, hangared in Rigby Idaho, Stan Fenn, 208 528 6433.

### For Sale:

1993 AVID HAULER. Very good condition. Plane is currently stored inside a hanger on it's trailer. It is currently set up with a two-blade prop, but has a spare blade and can be converted to a three-blade configuration. There is a spare tow-bar so the plane can be towed without being placed on a trailer.

There is a box full of paperwork for the plane including the original construction literature. Engine is actually a Rotax 582 since they never made a 532 engine. The Ballistic Recovery Parachute System is installed; condition is unknown. Price: \$13,500.00 OBO. Contact Don Snyder @ 208-305-3238 or 208-743-0293.

### 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 W54JVS144G Encoder AKC 103086;

Engine Information System-Grand Rapids 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: Ted Swanson has a "Scorpion Helicopter" for sale. All manuals are included. Call him at 241-8895 if you are interested.

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-ch panel mt intercom, no harness-\$50. Lycoming vacuum pump drive, appears to be P/N LW-10305 - \$100. Call 208-317-4101.

For Sale: One-fourth share of an ATEC Faeta LSA located in Rigby, Idaho. Plane has approximately 100 hours total time. Has the 100 HP Rotax engine. Initial investment is \$1900 and the cost of the one-fourth share is \$33,000. Financing is available. Contact Mike Green, Fox Nine, LLC. 208-652-7586

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 die 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.



## SCHEDULED FLYINGS:



Event Name: B-17 tour stop: Ogden, UT

Event Location: Ogden, UT

Event Date: May 29, 2009 thru May 31, 2009

Contact Name: EAA

Contact Phone: 800-359-6217

Additional Comments: Friday - Sunday, May 29-31, 2009

B-17 location on field - TBD

EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress "Aluminum Overcast." One of only 14 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago.

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Event Name: St. Maries Fly -In Breakfast

Event Location: St. Maries, Idaho, ID

Event Date: July 18, 2009

Contact Name: [Tina-Marie Schultz](#)

Contact Phone: 208-773-8522

Additional Comments: Bring the family and enjoy our Breakfast Fundraiser 8am - 11am. Static exhibits, showing of a T6, educational videos and raffle & door prizes. Breakfast is only \$5.00 per person and includes, Sourdough Pancakes, Sarasota Scrambled Eggs, Sausage

links, Fresh Fruit, Coffee, Milk and Juice. Funds raised to be used to help support the Junior Civil Air Patrol and for items needed for our airport. 4250x60 runway, 100LL Fuel available on field, pilot lounge, tie downs, courtesy cars.

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Event: Warbirds Day/Huckleberry Pancake Breakfast

Event Location: Bonners Ferry, ID

Event Date: May 30, 2009

Contact Name: Jessica Short

Contact Phone: 208-267-4359

Additional Comments: Breakfast is Saturday, May 30th from 8:00 AM to 10:30 AM. All you can eat Huckleberry Pancakes, eggs, sausage, orange juice, and coffee. Come join us.

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Event: 4th Annual Sandpoint Fly-in

Event Location: Sandpoint, ID

Event Date: July 18, 2009

Contact Name: Jan Lee

Contact Phone: 255-9954

Additional Comments: A huge variety of aircraft flying in and also on display - everything from home-built, production, classic, antique and the Kodiak, built by Quest Aircraft at the Sandpoint Airport. Grand opening of Silver Wing, the new hangar/home development. Breakfast and other food by Sandpoint EAA Chapter 1441.



## Dale Cresap's Diaries

Trip with Errol Spaulding on 8-9-2008 to Twin Bridges, Montana.

I planned to fly with Errol on Friday and hike on Saturday, but he is unable to fly on Friday, but at the last minute [Friday night] is able to fly on Saturday. I can hike later. The plan is to go to West Yellowstone with Larry Hobbs to join the EAA gang for breakfast.

I show up at Errol's at 0630 and give him a ride to Hamilton's where the plane is parked. It is in a hangar that it did not have to go in sideways; a novel experience. We take off at 0700, and Errol takes a brief detour to show me Shane's new strip, complete with a new cell phone tower for an obstacle. Errol calls Larry on the radio, and he is in his plane but still on the ground. He takes off as we approach Rigby, and pulls in behind us over the sugar factory. We get a visual on him at Rexburg, and he gives us GPS coordinates for Old Faithful, our first waypoint. We join in close formation and take photos of each other. The planes are nearly identical in color scheme, and have been mistaken for each other before.

We hear Larry Boam and George Mundt far behind us, also headed for Old Faithful. We make 9900 ft over Yellowstone, and are not far above the ground. It is a beautiful calm sunny day, with unlimited ceiling and visibility, but there are fog banks over every lake. We arrive at Old Faithful just after it erupts, and turn toward West Yellowstone. The right fuel tank is empty and the left one is full. Once again Errol says he will install a vent equalizing tube. The biggest fog bank is right over West Yellowstone. It is thick and dense and stuck to the ground. A radio call to the airport confirms

that we will not be able to land there.

Now what? We decide to head for Ennis/Big Sky and from there on to Twin Bridges. There are some high mountains on the way so we climb to 11,000. Errol sees 5 big horn sheep and Larry sees 5 elk. They try to point them out to me, but I do not see them. Once clear of the mountains we come to Ennis, and it is good that we did not intend to land here, because the runway is closed for construction. I select Twin Bridges on my GPS and give Errol bearing and distance. He wants me to enter the coordinates in his GPS, but mine only gives current location, not destination coordinates. Neither we nor Larry has a chart or a flight guide. This is unusual for Larry. Errol says he can see Twin Bridges in the distance, but I think it is still further away. I admire Errol's navigational ability, but my GPS is usually right. I keep giving him bearing and distance, and he keeps thinking it is the next town. When we finally close in on it he has difficulty spotting it. This is the most lost I have ever seen him. After we land he realizes that he was here 2 weeks ago, but had approached from a different direction.

We pass the intelligence test to use the self-service fuel, and then we have to do the same thing to use the courtesy car [Lincoln Town Car] to go to town for breakfast. Where are the keys? Larry and grandson Cody search the car to no avail. Errol calls the number on the office door to inquire and the lady tells him they are on the desk in the brown building, and gives us the door combination code. We drive to town and find only one restaurant open, so we go in. Do we seat ourselves or wait to be seated? Waiting doesn't seem to attract any attention from the staff, so we hunt for a table on our own, like Goldilocks, since one is too dirty and another too uncomfortable. We settle on the dirty one and finally someone comes to wipe it off, and eventually takes our order. The food is good when it arrives, and everyone but me gets blueberry pancakes. The waitress takes a group picture on our cameras. I ask Larry who he likes for President, and he re-

plies that I ruined his day just by asking the question.

Back at the airport we discuss our plans. Larry wanted to go to Wyse River, only 40 miles west, but black clouds are advancing from that direction. I would like to head back toward West Yellowstone and see if the fog has cleared. Errol gives me the front seat and I warn Larry that I am going to be flying. We take off and head south, but the advancing bad weather pushes us east. The weather forecast is for thunderstorms in Idaho Falls at 1300, so Errol is eager to go straight home.

We see lightning in our path at 1:00 so head further east, and later see lightning abeam at 3:00, which is better, so we are outrunning the storm. I drift around in both altitude and heading, and Larry exhibits superior airmanship by staying in formation with me even as I wander. We cross ridges that give way to scrub land and then pivots. The dark green are potatoes, barley is amber, and wheat is in between. I head for the Menan buttes where Larry breaks off for Rigby and we follow the Snake River back from the confluence with the Henry's Fork to Hamilton's. Errol points out there is sprinkler pipe on the runway and a direct crosswind. I suggest that he land, and he makes an even better landing from the back than he did from the front. We arrive back at 1300 sharp to clear skies in spite of the forecast, but better safe than sorry. This flight was 4.3 hours, of which I fly 1.8, the first time in years Errol has taken more stick time than he has given me. ....Dale Cresap

