



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!

.....from your Chapter President:

I don't know how all of you feel, but isn't life flying by? I have never been this busy in all of my life, even when all 5 kids were home. Or is it that my memory is just slipping?

I accepted a new job at the Post Office which has been a major challenge, so now keeping organized at home is a priority. It has been a real eye opener to me to have to stay on top of things. I do appreciate the few moments of quiet.

It has also helped me to realize how important it is to do the things you love to do when you have free time. I am surprised how much I long to go flying, especially when I hear some one flying over our home. I also have realized how important it is for our chapter to be unified and supportive of each other. I hope that all the chapter members realize how important it is that all of us contribute to the chapter and do not expect just a few to "carry the load".

Our Chapter 407 is a good chapter, and we need each member to feel they are needed and useful - that they have something to contribute.

Thanks for your support and confidence in me as your President. Natalie

NEXT MEETING: will be this Saturday, February 21, 2009 in Idaho Falls @ Aeromark. Mr. Earl Forest Cullimore, a WWII vet, will come share his war flying days with us. He flew bombing missions over Berlin. He has some memorabilia. See you @ 6 PM!

HELLO TO ALL!
FROM
JIM BAKER



I thought it would be a good idea to let you all know that I have survived that ruptured cerebral aneurism that hit me on Christmas Eve. I have had two surgeries since that time to correct the problem, and the last surgeon felt that the tiny leakage that remained would heal itself.

I will not be at the meeting on Saturday, January 17th. My 83 year old mother in Deming, New Mexico has just been informed that the heart

problems she has are NOT operable and that the only thing the doctors can do for her is give her medication to lengthen and improve what little lifetime she still has available. My sister, and her husband (Marilynn's younger brother!), Marilynn and I are leaving sometime Saturday morning to drive down to see her one last time. We hope to be back by the end of January, but that is not definite yet. I will keep you posted.

If you would, please extend my apologies to all of the members for missing that meeting. I will have my laptop computer with me on this trip in case any of them have questions about what I presented in the Newsletter. In the meantime, I hope you all have a successful meeting and a wonderful weekend! Jim Baker

(Editor's note: Jim, let us know how both you and your Mom are doing).

COUNTDOWN TO
OSHKOSH IS
159 DAYS & 10 HOURS

"High-Flying Dream Gets In Shape In Basement"

By [Gracie Bonds Staples](#)

..taken from The Atlanta Journal Constitution, Wednesday, February 04, 2009:

Steve Ashby has loved airplanes ever since he got a glimpse of one flying over DeKalb-Peachtree Airport.

He was 9 then and on summer days he'd walk the seven miles from his home to the airport and hang on the fence to watch Piper Cubs and Cessna 150s do touch-and-goes.

He dreamed of flying one day, of becoming a Navy fighter pilot, but he wore glasses and the Navy couldn't have that, so he became an attorney instead.

Ashby, who kept up with aviation by reading flying magazines, was clerking for a judge one day in 1980 when his wife saw a newspaper ad for flying lessons. Ashby signed up and on Jan. 10, 1981, he got his license and has been flying ever since --

mostly Skyhawk-Cessnas that cruise about 100 miles per hour.

That would be the end of the story except when it comes to airplanes, Ashby's dreams never seem to end. Now the father of three wanted to build an airplane, too, but the time never seemed right.

"It was hard to justify when you have mouths to feed," said Ashby of Stone Mountain, who runs a private family law practice.

Vicki Ashby knew how much her husband wanted to build an airplane and so as his 50th birthday approached in May 2005 she started planning a surprise.

In lieu of presents, she asked prospective guests to contribute to the rivet fund. Rivets hold aluminum airplanes together.

Ashby, now 54, collected \$2,000, enough to get him started building his aircraft -- an RV-8A, a high performer almost identical to the plane his hero, pilot Bill Randolph, built.

In June, he ordered the first kit -- the tail -- and started work, becoming part of a trend that over the past 15 years has seen steady growth,

said Dick Knapinski, spokesman for the Experimental Aircraft Association, a nonprofit corporation that includes 170,000 members in more than 100 countries.

In fact, there are more than 35,000 home-built aircraft on the Federal Aviation Administration's register. That number, said Knapinski, has been growing by about 1,000 a year. Ashby, a member of the local EAA chapter and the Aircraft Owners and Pilots Association, figures he's got another year or so before he completes his RV-8A but he's already dreaming his next dream -- flying it around the world.

"Over 2,000 people have climbed to the top of Everest but there are only eight people who have built an airplane with their own hands and flown it around the world," Ashby said. "I hope to be the ninth."

Meanwhile, he's still assembling the \$60,000 aircraft in the basement of his home, where he spends about three hours a night, four days a week.

He's finishing up the installation of the wings and the flaps on Miss Vick,

the name he gave the plane to honor his wife and her belief in him.

Ashby said he'll first set out to fly around the perimeter of the United States, probably in the summer of 2010.

He won't try to set any records, he said. He just wants to sample the country.

After that, he will begin outfitting his plane for the world flight.

And after that, who knows, but you can bet Ashby will likely come up with something.

Wyoming Flight 1-09 by Stan Fenn



I was sitting in my chair on Sunday night when the phone rang.

It was my good friend Jim Jackson. He said there is a super high over us the next three days and we need to do some flying. He was right about that. That same day I had

in mind. He said the sky was the limit. When you have a plane that can fly 230 kt and the tanks are full of fuel, it makes for a lot of possibilities. Jim said meet me at my hangar at 11:00 tomorrow and we will figure it out. Jim hangars at Driggs. I had a very pleasant drive on the way to Driggs and Jim was waiting for me.

He had his beautiful Lancair out in the sun warming up. We looked at the maps and settled on a route...like it made a difference to me. I was just happy to be flying. We checked our survival gear. We were going to be flying over some very rough country and wanted to be prepared.



We departed Driggs and started our climb to get over the Tetons. At 1000 feet a minute at 140 kt. it didn't take long to get to 13000. We crossed over just north of Mt. Moran. We headed due east. As we crossed through the Jackson airport flight path, we had to drop down to stay clear of inbound traffic. We flew up the Gros Ventre and topped out just east of Togwotee Pass. Almost every high plateau had snow machine tracks on it. We continued on following the Wind River Range, looking for elk and places to ride our horses this summer. It wasn't long and the Lander airport was in sight. A little radio talk, get rid of some altitude, make a smooth landing and we are there. We had been in the air one hour and 20 minutes. It would have been an all day flight in my Challenger. A local pilot comes walking over in shorts; it's 50 degrees, people are playing golf, and no snow. The local (I forgot his name) showed us the courtesy car and told us where to get a sandwich.

We had to hang around for a while till we could get fuel. With our stomachs full and the plane full of fuel we were ready to finish our trip. We continued on around the east side of the Wind River area, headed for Pinedale. As we came around to the south side of the range it started to get rough. We ended up at 15000 to get smooth air. I have packed into the Winds from this side many times but never thought I would get to see it like this. Mt. Fremont doesn't look so tall from this angle.

....Stan



IMPORTANT NOTICE-READ!

I am writing to you because you are listed as an EAA chapter president in the state of Idaho. There is an active group of pilots that is trying to insure that there is ethanol free mogas available for aviation use in

Idaho. I hope you will look at the www.eOpc.com web site and the Idaho status page and the forum page linked to it that tells the status of the efforts to pass a bill in Idaho to prohibit the blending of ethanol in > premium unleaded gasoline: <http://eOpc.com/forum/index.php?board=12.0>

I hope you will spread the word in your EAA chapters. Please join our coalition and help pass this important legislation.

Regards -- Dean Billing / Sisters, OR / EAA 47719

CLASSIFIEDS

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, flaprons, BRS chute, elec. start, strobe, heater, hangared in Rigby Idaho, Stan Fenn, 208 528 6433.

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: 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: 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: 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: 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 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.