



THE
SNAKE
RIVER

"RIVETING NEWS"



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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 the President:

It's the middle of January already! We have just arrived home from our holiday vacation and have been trying to get back into the swing of things.

We went whale watching, and toured the USS Midway. The deck was covered with airplanes, with more planes inside. We often heard a familiar sound as an airplane flew over. One of the planes was "Sentimental Journey".

A favorite place to go is Papago Park in Phoenix. We climb the rocks and sit on top, then watch the airliners land at the airport. They fly right over the park.

As the new year begins, I will try my best to have things go smoothly, and schedule great activities. I hope all of you will help to spread the word about our chapter and help recruit some new members.

I know all of us are enduring winter. Please remember to be cautious and fly safe.Natalie

NEXT MEETING: will be Saturday, February 21, 2009 in Idaho Falls at Aeromark. Details on the meeting will be sent via email later in the month.

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.

FIRST SATURDAY BREAKFAST FLY-IN

It's that time of year again to get out for a really good & hardy breakfast. Depending on the weather, lets fly or drive on down to our February Annual Homestead Restaurant feast! Friendship and Food and Laughter is waiting. Come hungry. Meet at 8:30, February 7th @ The Homestead in Blackfoot. Call if you need a ride from the airport.

PILOTS N' PAWS

After learning my admin was spending her weekend driving from Idaho Falls to Broken Arrow, Nebraska to transport a dog to an adoptive owner from Chicago, I decided I could fly the same trip in less than a day. Inquiring as to how I could get on a help list, I had the opportunity to help with moving a puppy from Bliss, Idaho to Ogden, UT. The weather did not cooperate, and I transported the puppy via my car.



Simon the Mastiff



Beagle Bob Marley

Shortly after that, a second auto transfer involved the Idaho Falls region. The trip was arranged as an auto transfer, and I substituted a flight from Idaho Falls to Butte, MT. The dog was then transported to Missoula via car.

Both of these trips were via the traditional transportation method of long and involved multi-leg auto legs. But shortly after, I read the article in AOPA about "Pilots 'N Paws", and I quickly signed up. I am looking forward to having more opportunities to transport animals through the volunteer program of "Pilots 'N Paws".
.....Nate

MORE "PILOTS 'N PAWS": Nate shared his experiences with Carol Strong while at work at the Idaho Nat'l Laboratory. She immediately told Tom about it and we looked it up on the web. We registered right away.

Now Tom has participated in his first transfer. Pilot Rich Clover from Evanston, Wyoming flew to Cheyenne, Wyoming to pick up "Tank", a beautiful Pit Bull. Rich flew back to Evanston and there he met Tom Strong. The dog was in a huge carrier - one that would not fit into Tom's RV-9, so Tom had decided to drive. They transferred the doggy in Evanston and Tom then drove him to Mountain Home where Tank was united with his very appreciative family.



Rich, Tom & Tank

Tank was a very happy, tail-wagging passenger the entire trip. He never even barked! Tom & Rich will file their transfer story with Pilots 'N Paws.

For anyone interested in helping save dogs and registering as a pilot, go to pilotsnpaws.org/the Strong's



NOTE: In November's Newsletter, Part II of this story was printed along with pictures. Honestly, Part I was not ready for publication yet. But over the holidays, Dale came through with a great Part I. So, here it is.....

Sevier Lake Trip 10-24-8

[Trying to make an airport out of a place that didn't want to be one.]

Errol and I plan to go to the EAA Copperstate Fly-in 30 miles south of Phoenix again this year. We want to go with Larry and the gang, but they want to go early, and we can't leave until Friday, so we go by

ourselves. What route to take? We decide to fly over Bingham Copper Mine again, and get gas at West Desert. I offer the usual preflight prayer that we will be safe, and mindful of the Lord's presence with us. This becomes important later.

We have intercom trouble on the way, which is fixed by changing the battery. We go past a dam without a reservoir, then over the Golden Spike Museum, taking the west side of the Promontory over Salt Lake.

At Tooele, we see cars on a race track, then go over Bingham Copper Mine, the biggest hole in the world. From here it is a straight descent south to West Desert. They are low on gas, and it drains slowly by gravity, but there is enough to fill the plane. I use their computer to check gas prices on our route, and we settle on St George and Lake Havasu where we will spend the night.

We proceed south past a coal plant and past the town of Delta, and see the huge flat expanse of Sevier Lake ahead. [pronounced like 'severe'] Errol then recommends descending to fly on the deck. I level off at about 50 feet and give him the controls. He wants to

make some tire tracks, and turns east to land. After the first contact, I see a gray coating on the left tire, then we make contact again, making a deeper track in what turns out to be a very soft surface. Errol fights to get airborne, to no avail. We slow down in a deepening track until the mains are buried and the plane pitches forward, breaking 2 propeller blades, and we settle back with all three tires buried in soft muck at 1:15.

It is very quiet, and there is no sign of human habitation to the horizon in any direction. We are not injured, and the plane is not seriously damaged except for the propeller, which is necessary for flight, if we could get it out of the mud, but we can't, so we are in a bit of a pickle. This was a graceful crash or really messy landing, but we eventually walk away from it, so it is a good landing. The jury is still out on whether it was a great landing [able to re-use the plane], stay tuned.

Errol takes a few steps, sinking in the mud and comes back to the plane. The GPS allows us to find our position on the lake, about 2 to 3 miles from shore, and 40 miles from the nearest town. We try our cell phones and get no signal. I pray again and try to cheer Errol up.

He is pretty hard on himself for getting us into this mess. I can't think of anyone else I would rather be stranded in an airplane with.

Then I recommend that Errol use the radio on 121.5 to announce 'mayday, mayday, aircraft in distress, calling any station'. He does so and gets an immediate response from a commercial flight overhead: 'Mayday aircraft, how many souls on board?' Errol tells him 2, and gives the details of our situation. With our GPS receivers, we can give our exact coordinates. For those who are interested: N 39-01.693' W 113-03.845'

The SkyWest flight relays our plight to Salt Lake Center, and over the next few hours, we talk to commercial flights from United, another SkyWest, FedEx, UPS, another United, and Continental as they pass in and out of radio range. It is reassuring when they tell us help is on the way. There really is a great fraternal brotherhood of aviators.

They mention that a hovercraft will come to get us. This is great news. Based on our coordinates, someone knew what the local conditions were and what sort of vehicle would be necessary to reach us. We might be able to slog our way to the

edge of the lake, but that would still leave us 40 miles from civilization, and out of contact with those coming to assist us, so it seems wise to stay put.

At 4:19, we get a radio call from a GlasStar, a small plane. I hear his engine to the northwest, and we talk him in with our coordinates. He finds us and circles overhead. We wonder how he found out about us; it turns out he is a friend of one of the airline pilots we talked to. He goes back to Delta to check on the status of help.

We are told to watch for the approaching hovercraft, but this turns out to be premature. I take over radio duties and the GlasStar is back in radio range, and tells us that the approaching chopper is not there to rescue us; they are a news chopper getting footage for the evening news. The chopper circles around, as does the small plane, and now we see the hovercraft coming too, at 6:30. It has 2 men, one of whom wants us to show our hands. This deputy stays with me while Errol rides back with the other guy. Then he comes back for me. The hovercraft is having problems with the lake surface, so I get out and walk a short distance to a waiting 4 wheeler about halfway to shore.

There are about 8 search and rescue people there now who take good care of us. It is about 5 hours from the time we come to a stop until the hovercraft arrives at the plane. I consider this to be a very rapid response considering the resources that had to be mobilized and how remote and inaccessible our location. This county [Millard] did not have a hovercraft and had to enlist neighboring Sevier County.

When the hovercraft comes back we load up in trucks and bounce our way up a rocky slope to a 'two-track' road, and on progressively improving roads to Delta UT. We express our deep gratitude to the rescue crew and they drop us off at a motel for the night, just in time to watch our story on the news at 10:00. They are gracious in saying it was an emergency landing, and get my name wrong.

Errol's wife Sharon comes and picks us up the following day. Fox News called her at home about an hour before Errol got cell coverage, so she found out about the incident the hard way. She spared my wife the same ordeal by refusing to divulge my name to the reporter. I called her just before we get to the motel. I start to write this story on a computer in the mo-

tel lobby while we wait for Sharon to get here. It turns out that we got everything we prayed for. We are safe and we are sure aware of the Lord's presence with us. We should have been more specific and detailed about what we wanted. Neither of us panic or give in to despair. There is something to be said for the peace that surpasses understanding after you have experienced it.

On Sunday night, Errol is to be interviewed by Local News 8, and he calls to ask me to come over. I expect at least a reporter and a cameraman, but reporter Meagan Boatwright comes alone. I tell her about the prayer while she is setting up, and she tells me to say it on camera. I do, and am pleased that they include it in the final broadcast, which is available at this link:

<http://www.localnews8.com/global/story.asp?s=9242197>

"Two men from Eastern Idaho are breathing a sign of relief after landing their homemade Rans-S7 plane in what was supposed to be a dry lake bed in Utah. Problem is they didn't expect the mud, and ended stuck for five hours....."

It is reassuring to find out later that we are not the first aviators to get stuck

attempting to land in a 'dry' lake bed. Neil Armstrong and Chuck Yeager did the same thing in a T-33 Shooting Star near Edwards AFB 'back in the days', so I guess we are in good company.
.....Dale

CLASSIFIEDS

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.

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.



Alaska Airlines Passenger Briefing

Note: This came to me via friends in an e-mail without providence, however, having flown on Alaska many times, this story has parts that are very similar to some of briefings that I have been given by the very good natured flight attendants of Alaska Airlines

"I was flying to San Francisco from Seattle this weekend, and the flight attendant reading the flight safety information had the Whole plane looking at each other like "what the heck?" (Getting Seattle people to look at each other is an accomplishment.)

So once we got airborne, I took out my laptop and typed

up what she said so I wouldn't forget. I've left out a few parts I'm sure, but this is most of it."

Before takeoff...."Hello and welcome to Alaska Flight 438 to San Francisco. If you're going to San Francisco, you're in the right place. If you're not going to San Francisco, you're about to have a really long evening.

We'd like to tell you now about some important safety features of this aircraft. The most important safety feature we have aboard this plane is ..The Flight Attendants. Please look at one now.

There are 5 exits aboard this plane: 2 at the front, 2 over the wings, and one out the plane's rear end. If you're seated in one of the exit rows, please do not store your bags by your feet. That would be a really bad idea. Please take a moment and look around and find the nearest exit. Count the rows of seats between you and the exit. In the event that the need arises to find one, trust me, you'll be glad you did. We have pretty blinking lights on the floor that will blink in the direction of the exits. White ones along the normal rows, and pretty red ones at the exit rows. In the event of a loss of cabin pressure these baggy things will drop down over your head. You stick it over your nose and mouth like the flight attendant is doing now. The bag won't inflate, but there's oxygen there, I promise. If you are sitting next to a small child, or someone who is acting like a small child, please do us all a favor and put on your mask first. If you are traveling with two or more children, please take a moment now to decide which one is your favorite. Help that one "first", and then work your way down.

In the seat pocket in front of you is a pamphlet about the safety features of this plane. I usually use it as a fan when I'm having my own personal summer. It makes a very good fan. It also has pretty pictures. Please take it out and play with it now.

Please take a moment now to make sure your seat belts are fastened low and tight about your waist. To fasten the belt, insert the metal tab into the buckle. To release, it's a pulley thing ---- not a pushy thing like

your car because you're in an airplane. HELLO !!

There is no smoking in the cabin on this flight. There is also no smoking in the lavatories. If we see smoke coming from the lavatories, we will assume you are on fire and put you out. This is a free service we provide. There are two smoking sections on this flight, one outside each wing exit. We do have a movie in the smoking sections tonight Hold on, let me check what it isOh here it is; the movie tonight is... "Gone with the Wind."

In a moment we will be turning off the cabin lights, and it's going to get really dark, really fast. If you're afraid of the dark, now would be a good time to reach up and press the yellow button. The yellow button turns on your reading light. Please don't press the orange button unless you absolutely have to. The orange button is your seat ejection button.

We're glad to have you with us on board this flight. Thank you for choosing Alaska Air, and giving us your business and your money. If there's anything we can do to make you more comfortable, please don't hesitate to ask.

If you all weren't strapped down you would have given me a standing ovation, wouldn't you?"

After landing... "Welcome to the San Francisco International Airport. Sorry about the bumpy landing. It's not the captain's fault. It's not the co-pilot's fault. It's the Asphalt.

Please remain seated until the plane is parked at the gate. At no time in history has a passenger beaten a plane to the gate. So please don't even try.

Please be careful opening the overhead bins because "shift happens"!!

While taxiing past aircraft stands, and noticing some passengers boarding the rear entrance of a Finnair DC9, the Captain remarked to the F/O: "Look at all those people disappearing into Finnair."

The Sport Light

by

Jim Baker



Update:

We now have two CFI's in the Idaho Falls Area who are training Sport Pilots. Richard Neves (208-681-1004) in Blackfoot is training in his Ercoupe 415C and Shawn Socha (208-220-2167) is training in Idaho Falls in an ATEC Faeta. If you are interested in Sport Pilot training, please contact your instructor of choice directly to check their availability, pricing, etc.

As yet, I have not been able to arrange for an LSA to be available for rent locally. I'm still working on that and will keep you all posted. For those of you who are interested in obtaining your own plane, I have listed two aircraft in the classified section of the newsletter.

The ATEC Faeta is located in Rigby and the Avid Hauler is located in Lewiston. These two LSA's are in addition to the Interstate S1A Cadet that Ellis Lipe and the Sonex that Elmer Smith and Mark Edwards have listed in the Classifieds.

I am continuing to contact individual CFI's, flight schools and FBO'S to show

them the advantages and benefits of embracing the Sport Pilot/Light Sport Aircraft programs and including an LSA in their inventory. As the number of Sport Pilots and applicants increases, we should see LSA's start showing up for rentals. It's just going to take time and persistence on the part of the EAA and all of us to make it happen.Jim

ICE

by

Jim Wolper



It was a VFR morning, but the night before had been wet and cold. The wings were iced up, and the engine oil was cold. My student and I brought the airplane into the hangar for pre-heating and de-icing.

"How much does that much ice hurt the performance?"

I love it when they ask easy questions.

"I don't know," I said, "and that's the problem: Nobody knows. Our best strategy is to do what we were doing: making sure that the airplane is clean before trying to fly."

Ice usually forms on the ground when

there is freezing fog or frozen dew, and usually forms in the air when you fly through moist air whose temperature is below freezing. Ice sometimes causes no harm, and sometimes makes airplanes fall out of the sky. When it comes to ice there are no guarantees. And, just when you think you understand it, the conditions change, and they change really quickly. How quickly? One night a few years ago I was the third of three Senecas going from Pocatello to Salt Lake. Number one radioed back "no ice." Five minutes later, number two radioed back "lots of ice." I took off, ready with all of the de-icing and anti-icing equipment, and got none.

Ice changes the shape of the airfoil, increasing drag and decreasing lift. Anything that sticks to the leading edge causes drag, and it doesn't take much. Gliders are especially sensitive to leading edge contamination; some carry leading edge bug wipers. This is not a joke: see an example on the web at <http://www.dianasailplanes.com/accessories.html>. The flight test standard for sailplanes is 20 "bugs" per meter, and this is usually enough to hurt performance. Ice covers a lot more than 20 bugs per meter, and the performance penalty is a lot worse.

You can't learn how to deal with ice, because every icing situation is different, even when the buildups look similar. Getting away with it last week doesn't mean that you will get away with it this week. You can't really experiment, either, unless you have de-icing equipment. De-icing equipment makes it legal, but legal and smart are different.

Ice can even be a problem in VFR. I have picked up some pretty ugly ice flying VFR through thin mist; in one case the windshield was completely covered, and, unable to see out front, I had to do an ILS to find the airport.

Preflight briefers will read an AIRMET for icing to you, but leave it up to your judgment whether flying is safe. An AIRMET covers a broad area, and it always seems like the edge of the area is right along my route of flight. Look at other sources of icing information. The National Weather Service website has a lot of icing information. Start at <http://adds.aviationweather.gov/icing/>.

One bad situation is when there are so-called Super-cooled Liquid Droplets, or SLDs in NOAA-speak. These are water droplets that remain liquid although their temperature is below

freezing. When they hit the airplane, the cold water runs back before freezing. A build-up near the center of lift can really destroy the wing's aerodynamics. These buildups can also disrupt the airflow to the ailerons, and the pilot loses control of the airplane. Nasty. The worst ice is freezing rain, which is another form of SLD. Freezing rain forms in warmer air above you, and the escape is to climb into that warmer air. This is one of the few solid rules about icing. Finally, de-icing equipment works pretty well, but it's heavy and hard to install on smaller airplanes. The best anti-ice equipment is the pilot's brain. Use it to plan to avoid ice.

.....Jim

TO KEEP THE NEWSLETTER GOING, WE ARE VERY MUCH IN NEED OF PICTURES, ARTICLES, PERSONAL STORIES, & EVENTS. PLEASE SUBMIT ITEMS TO HELP.

TO ALL OUR MEMBERSHIP: Tom and I received this note from Jim Baker on January 4th. We hope Jim is doing better now, but did want to let the membership know so you could call Jim or send him an email and see how he is now doing:

"Good morning!

I just wanted to get in touch with you to let you know that I am only temporarily out of service to my work and the EAA. I suffered a ruptured cerebral aneurism on Christmas Eve evening and have just returned from the University of Utah Hospital in Salt Lake City where they were able to hopefully repair it completely. We will know for sure in about three weeks when I go back down there for some tests. In the meantime, I am limited to picking up things that weigh ten pounds or less and am severely limited in what I may do at my work. I will keep you posted as to my progress as things change. I hope you all have a great day!

Sincerely,
Jim Baker"