




THE SNAKE RIVER

"RIVETING NEWS"



Who We Are:

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| Young Eagles Coordinator: Dale Cresap | 529-0377 |
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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!

PRESIDENT'S MESSAGE

Hey everybody, where did the summer go? And now Christmas is around the corner in just a few weeks. Waking up to falling snow a couple of Saturdays ago was wonderful! I built a fire in the fireplace and made a big pot of soup to simmer. We then relaxed and just enjoyed our time.

Later that morning, John Bakken called...so we met him at Richard Neves's hanger. Then every so often, another pilot would pop in. Soon the room was full. What a great time we all had...its amazing what you can learn hanging around pilots.

This was my first or second time going "Hanger Flying" and it was worth every minute. Before we knew it, the day was almost gone. Despite the snow, it was a great hangar flight and really the only way to fly on a snowy day.

May you all have wonderful "Hangar Flying Days" through-out the holiday season.Natalie



Get ready for our Christmas Party!



When: December 12th
Where: Aeromark
Time: 6:00 PM

EAA Chapter 407 will furnish the Turkey and Ham and napkins. There will be coffee and teas to make but you can bring beverages to share with folks also.



Everyone bring your own place setting, silverware and drink container. Bring a "WHITE ELEPHANT" wrapped gift for exchanging. Keep it under \$10 please.

MARK YOUR CALENDAR
FOR 2010 (specific dates de-
termined by next newsletter)

MAY - 2ND ANNUAL POKER RUN

JUNE - IDAHO FALLS AIRSHOW

JULY- ICE CREAM SOCIAL

AUGUST- 2ND ANNUAL WEST
FORK FLYIN

SEPTEMBER - 3RD ANNUAL WEST
YELLOWSTONE FLYIN

OCTOBER - 2ND ANNUAL SMITH
PRAIRIE FLYIN

DECEMBER - ANNUAL CHRISTMAS
PARTY AT AEROMARK

IF YOU HAVE IDEAS AND SUG-
GESTIONS FOR OTHER ACTIVI-
TIES, PLEASE SEND ME AN EMAIL
AND LET ME KNOW. BOTH CAREY
AIRPORT & SMILEY CREEK AIR-
PORT ARE OTHER OPTIONS FOR
FUTURE ADVENTURES!!

1st SATURDAY BREAKFASTS OR LUNCHES!

We always love to eat! So here is a
suggested schedule for a few months:
(these are WEATHER DEPENDANT)

FEBRUARY 6th - The HOMESTEAD
RESTAURANT in Blackfoot. Meet at
9:00 to be seated for breakfast. If
flying in, call for a pickup.

MARCH 6th - Afton Airport. We can
walk into town for lunch. Meet @
11:30 @ the airport.

April 3rd - Mackey Airport. Will
walk into town to eat lunch. It is
only about a 20 minute walk. Meet at
11:30 AM @ the airport.

May 1st - Jackpot, Nevada. Try to
arrive there by 9:30 AM and we will
walk over to the All You Can Eat
Breakfast Buffet @ Cactus Petes. If
we enter separately, we will not be
charged a group fee!

June 7th - Dell, Montana. Meet at
the Calf-A by 9:30 for breakfast.
Walk is about 1/2 mile from airport.

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](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.

OUR NEWSLETTER NEEDS THE FOLLOWING:



SPOTLIGHT ARTICLE ON
YOU, A MEMBER.

FLYING ARTICLES OR FUNNY
STORIES YOU HAVE
FOUND AND WANT TO SHARE

PICTURES YOU HAVE TAKEN ON
ANY OF YOUR TRIPS (GROUND OR
AIR)

PLEASE SEND TO CAROL AT:
TSTRONG@IDA.NET

the photo bin



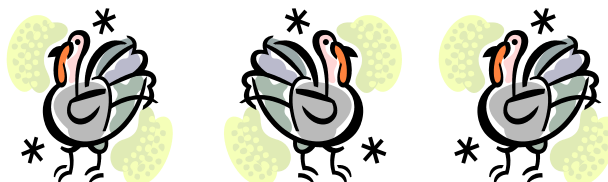
Our Smith Prairie Flyin (known now as our Chapter 407 traditional weenie-roast). There were other folks at the airport that joined in and food and jovial chatter took up the day. This looks like something we will do again next year. Thanks to Larry Hobbs for spearheading this.





REMINDER from Jim Wolper:

Remember that a pilot is now required to have a statement of English proficiency on the pilot certificate if you are flying overseas (and that includes flying to Canada) This is also a chance for you to remove your Social Security Number from your certificate. You can do this at: http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/



One of the crashes pictured below resulted in serious head trauma to the pilot. The other ended with three people walking away without injury. Which of these engine failures do you think was the "worse" accident?



Since we asked, you probably guessed correctly that the Beech Baron mishap (bottom) more seriously injured the pilot. At last report the pilot was in serious condition with head trauma. The Beechcraft Debonair (left) was much more extensively damaged, but its pilot and passengers were not hurt.

What made the difference? We don't know definitively, but all bets are that the Debonair's occupants, at least the pilot and anyone in the other front seat, were wearing shoulder harnesses. It's virtually certain that the pilot of the Baron was not.



If the airplane you're flying has shoulder harnesses, wear them...it's required (under U.S. regulations) for all occupants for ground operations, takeoff and landing, and it's a great idea at all other times, when you probably won't have time to put it on if an engine quits.

If you own an airplane that does not have shoulder harnesses, strongly consider having them added if shoulder harnesses are approved for your airplane. Contact aircraft owners groups for sources if you don't know where to look for aftermarket harnesses.

If you rent or borrow and have no direct say in how the airplane is equipped, show these pictures to the airplane's owner and suggest that shoulder harnesses be installed. For much more on flying safely see www.thomaspturner.net.



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:

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.

For Sale: 2007 Atec Faeta Light Sport Aircraft. \$107,000. 100 HP Rotax engine, MGL Enigma glass panel with EFIS and moving map GPS, ICOM A200 radio, Garmin GTX320A transponder, heater. Only 135 hours total time on engine and airframe. Annual was done in November of last year. Very clean and always hangared. Contact Mike Greene at 208 652-7586

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. Air-wolf 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:

Parting out Stitts Playmate; fuselage too rusty to waste any more time on. I have Cleveland wheels and brakes with 500/5 tires, a sliding canopy, alternators, landing gear struts (spring type) Lycoming O290 with roughly 300 hours. Call 390-8899.

For Sale:

1915cc overhauled w/ new aluminum cases machined by Rimco for 94mm cylinders, cylinder mating surfaces decked, and ALL gallery plugs drilled and tapped. Scat 69mm stroke counterbalanced crank. New std. Oil pump, main, rod, and cam bearings. Scat bolt-on gear cam shaft w/ new steel straight cut cam gears. Monnet shrink-fit prop hub. Scat gland nut w/ new Great Plains mag drive. New piston rings. Std. Dual port heads (Great Plains), drilled and tapped for 10mm spark plugs, later machined by Rimco to give 8.1 to 1 comp. Ratio. Accessories include, Slick mag. w/ new points and condenser, Dyna 5 electronic ign., Monnet Electro-X engine mount w/ alternator and a new voltage regulator/rectifier. Pretty much ready to fly. Call 390-8899.

ATTENTION PLEASE

Some of these ads are extremely old. If the ad belongs to you, please review carefully. If the ad does not apply now or is incorrect and you have made changes, please let me know. Very old ads need to be updated or removed.

Let me know at tstrong@ida.net.

New Ads Welcome. Please provide a phone number.

“Don’t do nuthin’ dumb”

by Len Kauffman, EAA Chapter 105



The October AOPA PI-LOT's "Never Again" column tells the harrowing story of a Pitts pilot when his canopy broke up in flight. In the process the rear portion of the canopy twisted forward against his helmet and jammed his chin down to his chest - keeping it there. His only view of the outside world was through Lexan floor and side panels. He said he had to chuckle with a close up look at a placard on the instrument panel, "Don't do nuthin' dumb". While most of us aren't likely to deal with a situation quite like this, I have to say that placard grabbed my interest. We read that most accidents are caused by pilot error. A number of general aviation flights here in the northwest have ended in disaster over the past few years that appear related to bad judgment. A pilot crashes on an ILS in weather below minimums, a non-instrument rated pilot kills himself and a friend on an IFR flight in icing conditions, a pilot banks sharply immediately after takeoff and crashes from an accelerated stall, another turns back to the airport when engine fails soon after

takeoff, a pilot attempts to fly VFR in near zero-zero weather, and on and on. We're all aware of factors that affect our decision-making ability. Things like fatigue, stress, illness, medications, alcohol, hunger (low blood sugar), being in a hurry, gethome-itis, a desire to show off and such. They come in varying degrees, and at higher levels we simply shouldn't fly. Alcohol and certain meds at any level, of course, are a no-go. Other levels must be evaluated for the effect they might have on good sense. Our mental, emotional and physical conditions are important for safety of flight - just as flying skills and knowledge of our airplane. It's the whole package that helps us avoid doing something dumb.

My wife, Sheri, and I were watching the St. Olaf Choir Christmas Special on television in mid-December. Having studied voice and piano for nearly 20 years, she knows and appreciates good music.

Watching and listening intently with an approving smile, she said, "What a wonderful performance, such discipline, such concentration"

While I can't appreciate their fine performance to the same extent, I can appreciate discipline and concentration in activities where I have a little more knowledge, like flying. There are profes-

sional pilots (those not paid as well as those who are) with similar discipline, concentration and preparation. They are probably less likely to do something dumb. I'm reminded of members of our chapter who fly formation. You've probably seen them. They've all studied the T-34 Formation Flight Manual, Formation Flying, Inc. Manual and supplements. Each flight begins with a detailed briefing. Flights carefully follow established procedures. They end with a debrief of strengths and weaknesses on overall and individual performances. It's a study in discipline and concentration and a good way to improve pilot skills.

We can all do similar things to improve our professionalism: Review our aircraft manual, maintain flying skills, have regular "hangar talks" with knowledgeable pilots, read aviation magazines and books that cover safety issues, take AOPA Air Safety Foundation interactive courses, attend safety seminars, etc. If we don't get to fly often, we may need to go up with an instructor more than once every two years. The more we read, think, talk and understand flying, the better chance we'll make good decisions. For 2009, think I'll make a new year's resolution - "Don't do nuthin' dumb".

(taken from EAA Chapter 105 January 2009 newsletter)