




THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

| | |
|---|---|
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| V. President: Pete Stewart | 785-2441 |
| Secretary: Kenny Smith | 705-4500 |
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| 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 |
| Sport Pilot Liaison: Vacant | ----- |
| Chapter Website: http://www.eaa407.org |  |

Where We Meet

We rotate between the ISU hanger at Pocatello Airport, Aeromark at Idaho Falls Airport, & Blackfoot FBO 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!

"MARK YOUR CALENDAR NOW!"

AUGUST 27TH-28TH - WE ARE HEADING TO HENRYS LAKE AIRPORT! SEE DETAILS PAGE 11.

SEPTEMBER 18TH - 2ND ANNUAL POKER RUN POT LUCK WITH BRIEF BUSINESS MEETING. WATCH FOR MORE INFO SOON. CALL TOM AT 529-1608 FOR QUESTIONS.

OCTOBER & DECEMBER CHAPTER MEETINGS ARE TBD AT THE BLACKFOOT FBO.

NOVEMBER 20TH - MEETING IN POCATELLO. 2 MOVIES FROM OSHKOSH WILL BE SHOWN. STARTS 6 PM. REFRESHMENTS PROVIDED

DECEMBER 6TH - OUR CHRISTMAS PARTY. WATCH FOR MORE INFO IN THE FUTURE.



A TRIBUTE TO
JOHN BAKKEN

John Bakken - A Talk With God 6-30-10

John walked up the smooth road at this normal running gait.
God had summoned him to come home.
He approached the Pearly Gate.

John followed an angel and was asked to take a seat.
He paced and muttered, slicked his hair and awaited God to meet.

By now John had on a big peeve
His life was cut too short,
His earthly life he was not ready to leave.

A door swung open, God shook John's hand, A gesture not expected.
John shook God's back, said hello, like talking to a friend.

God said, "A friend of yours recommended you to me.
I have a task for you to do,

So you are the man to see".
"You grew up in Two Dot, a wide spot
in the road. Life was rough and hard
for you,
You carried a heavy load."

"You worked hard developing your
skills,
The ones that I had given you,
So someday young minds could climb
that steep, steep hill."

"But, God," John said, "I left behind
projects and exams not done".
God said, "With the foundation you
built and the maps you drew,
Your students and co-workers can
carry on".

So, God, why am I here, what I've
done must be really bad.
No, no, my son, on the contrary,
At you I can't be mad.

I have watched you grow into a man,
You've had to learn, expand and
teach,
You had to push and shove a bit to
develop life's command.

Some life lessons came easily, other
by trial and error.
You loved, married, had children, and
Wished that life had been fairer.

When problems arose with no appar-
ent resolution,
"Give Up" was not an option,
You created a solution.

Plane crashes, there were a few,
from which you came away.
Your sorrow, I was there for you
even though you did not know,
You were not ready then, ahead
there were more days.

You earned success in your occupa-
tion,
Received your flying wings, awards,
and accolades.
You did it all with modest inclina-
tions.

You amassed riches untold,
A job well done, love, friends, pride,
Never needing power, money or gold.

The people you've helped, given a
hand,

Some that gave back, some that did
not,
Cannot be calculated, too many to
add.

I brought you home, a special job to
do.
You are the only one I know,
With the grit and skills to see it
through.

John followed God through an open
door,
Unfolded an enormous hanger,
Full of tools, clean, shiny, and pure.

A stunned John took it all in a tre-
mendous state of shock.
Boeing and Tim the Toolman couldn't
compare to God's tools,
With this setup ISU students could
really "ROCK".

A pile of wooden rubble resembling a
plane stood in the middle of this
grand expanse.
"John", said God, "I want you to re-
build this plane".
John laughed, said "NOT A
CHANCE".

As God looked at John kindly, John said, "Well, I'll give it a try".
"Because of the life you've lived, I know you'll do your best", God said, "the plane really must fly."

He had parts, tools, knowledge and skill.

John set about to rebuild the plane. The days went by tediously, a real test of his will.

Everyday John prayed to himself, this airplane must simply take wings. John was not sure he was up to the task.
God said, "I have pull up here, maybe I can pull a few strings".

The day came she is ready to go
John told God with pride.
I had faith in you I knew you could do it,
Now please take me for a ride.

God told John he had been alone for thousands of years,
Even though he could see and hear the whole world,

He needed to see people and places he was not near.

A heavenly plane to fly unheeded
To what he had created so long ago,
Was the one thing which he needed.

So, John said, "Okay, this will be such a treat".
John ran through the pre-flight, safety and take off instructions. He then asked God to buckle up, pray and "HOLD ON TO YOUR SEAT".

What an unusual experience to finally share, Floating on a fluffy cloud runway, And taking to the air.

God and John flew around the world Country to country, sea to sea, high and low, up and down.
God was ecstatic from his birds-eye view to see these sites unfurled.

God said to John, "You've lived each day, accomplishing a lot",
With a twinkle in his eye and a smile, "Let's see what this plane's got."

John looked in surprise, a glint in his eyes, on what God was demanding, You know God, I'm great at taking off and soaring, but I have had trouble with some landings.

With hand on the stick, a lump in his throat, and all the courage John would summon,
God and John did climbs, barrel rolls, twists, dives, stalls and maneuvers unknown to man.
The plane landed safe on the billowy clouds, engines "just-a-hummin".

John asked since his task was done to set foot back on land.
God heard his plea, but his earthly teaching was over.
However, Angel John could still lend a guiding hand.

Rather like a "mission impossible" angel, God picks someone who is struggling,
John mentally guides the student, from a really different angle.

Knowing well, God is the man and

makes the master plan,
John thought a bit, reluctant to give
in, Just show me the way I'll con-
tinue to teach and help them if I
can.

I can't help but believe if you search
the sky day or night,
God and John are flying aloft,
Leaving smoke trails in plain sight.

There will appear in beautiful, lumi-
nescent rings, Signifying to us all,
John has earned his "Heavenly
Wings". (Author: A friend who will
miss John a lot, LJH)



In the Spring of 2004, I took off in
my Pulsar from Blackfoot only to hit a
large seagull right after take-
off. The left wing was severely
buckled outboard of the fuel tank and
required a complete rebuild of that
section. I was at a loss as to how to
proceed when John stepped in and
with some instruction on how to cut
out the old section and assess the
extent of the damage, he then pro-
ceeded to replace that section
stronger than the original, expertly
matching the wing contour and feath-
ering the area into the existing
wing. His expertise in both assessing
the damage and repairing the af-
flicted area was amazing. He had me
back flying with very little expense in
a short time. And I also knew the
fix would be better than the original.

I valued John's opinion and recommen-
dations on planes more than anyone I
have been acquainted with. When he
would put on that serious look and
roll his eyes, I knew I better pay
attention to what was coming
next. I will miss him as a friend,
EAA member and experienced re-
source.

Austin Moses





Smith Prairie

5-7-10 by

Dale Cresap

Larry and Errol put together the spring weenie roast at Smith Prairie on short notice. I find out on Thursday and the flight is Friday. Errol thinks 8 or 9 would be a good time for me to arrive, then calls back and says 7, and calls back again to ask me to bring hot dog buns. I arrive before 7 and Errol has the plane already fueled and warmed up. I take a minute to put on my ski bibs and we are still airborne before 7. I have a headset problem and find that it works better if plugged in. We get to Rigby before Larry's hangar is open, which is unusual. Larry and Kevin warm up their planes while Errol checks his oil.

Kevin Forbush joins us in his plane and we leave before 7:30 to go to Blackfoot where Kevin picks up Joel Milloway. It is calm and clear as we head across the desert for Carey. I double

as first officer and navigator, providing assistance in programming Errol's new GPS, but it loses power and signal every time he hands it back to me. The thin clouds clinging to the ground in bands are a beautiful sight. It is cold; I'm glad I wore my bibs. Tom Strong will join us but he gets a late start. We pick him up on the radio and chat as we fly, except that I can't transmit, so I have Errol relay things I want to say. Larry comes over to join up in formation with us, and banks away suddenly when he finds out I am flying.

We climb to about 9000 in the smooth air and our course takes us over Picabo where we see one plane departing and another flying low over the strip which turns out to be Kevin. We cross several ridges and the Pine airstrip on Anderson Reservoir, and descend into Smith Prairie after Larry. Errol tries to land long, but it is still a long drive to the end of the runway. Two big trucks with government plates approach just after we arrive. They turn out to be smoke jumpers on a training exer-

cise. Their plane will arrive soon. We chat and eventually build a fire, but this is difficult with the wet wood available, and no paper or matches or lighter. We finally borrow a lighter from the smoke jumpers, and Errol brings some gas from plane in an air-sickness bag.

This gets the fire going and we cook Bratwurst while the jump plane arrives and we watch jumpers land on a nearby hillside. This Twin Otter lands and we chat with the pilot. He declines the offer of a bratwurst. The 8 jumpers arrive back at the airstrip and one of them is a gal. The jump outfits remind me of the sumo wrestling outfits that make you look like a beach ball. I think it makes her butt look big, but decide against telling her. She could beat me up. After the second jump we depart, getting great updrafts, giving us a 1200 fpm climb rate. Clouds have formed over our route home, making it bumpy. We make altitude easily, but our loose formation gets looser as we head to Picabo for fuel. Everyone jokes on the radio about me buying gas for

everyone, and I can't transmit to defend myself.

We converge on Picabo with Larry and Kevin landing first. They taxi back while Tom circles overhead. We circle waiting for Tom and hear him warning us about a buzzard. Later we find out this was not a pejorative slang term. He was talking about a real buzzard rather than one of us. Who knew we would get stuck in a holding pattern at Picabo? We finally land and push the plane to pump. Larry asks me to fill his 2.5 gallon fuel jug while my credit card is active, and I do. I thought he was kidding about me buying gas for others. I put 5.5 in 72M and we Leave Picabo to face a slightly bumpy ride back across the desert with great updrafts pushing us to 10,000. I inspect my work area at RWMC on the way. Everything seems in order from 10000. Near Idaho Falls we split up, with Larry and Tom to Rigby, Kevin back to return Joel to Blackfoot, and Errol and I back to his place. I circle down at Errol's to read the wind from 2 wind socks and smoke. The

short landing space is a real challenge and conditions have to be just right. It looks fairly calm so Errol lands and I see what a challenge it really is.
Dale Cresap



PRESIDENT'S MESSAGE:

I don't know if you have noticed...but life (including mine) is a whirlwind!

The Young Eagle's Fly-in in Pocatello was one of our biggest ever & made lots of kids very happy. The Black-foot FBO is now open and hopefully we as a chapter can help to make it a great place to have meetings and activities.

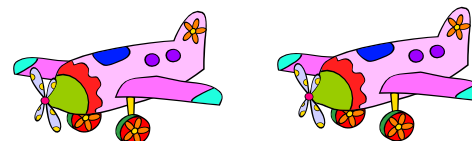
I am excited for the Fly-in Camp-outs coming up - West Fork and West Yellowstone. And the Poker Run in September will be even better this year. (see page 11 for changes to W. Yellowstone Campout/Fly-in)

We have had several new people join our chapter. When you meet them, please help make them feel welcome.

It is difficult to talk about losing John. Everyone in the chapter has a special place in my heart... I will truly miss him.

One more note: the trip to Oshkosh was a wonderful experience. A BIG thank you to Richard Neves for letting us fly out there with him. And the chapter dinner was memorable. Thanks to KC for letting us camp by you and putting up with us. P.S. I missed you Paul because your class was canceled! Hope to see you next year! Happy Flying Everyone!

.....Natalie





New Project at KPIH by Michael Evans

In Pocatello City Hanger #1, #2, and the ISU hanger, there is now a 1948 Cessna 195 - well, at least the pieces of one. This is a once in a lifetime project and I am excited to get going on it. With the help of some ISU students, EAA Chapter 407, and others, I expect to have the 'ol girl airborne in 1-1/2 to 2 years.

This project has been a pipe dream for several years, but on July 1st it became a reality. On July 12th, Frank Pricket, Hop Howlett and I left Pocatello with a 24 foot trailer and headed for Baldwin City, Kansas. After a hard two-day drive we saw N3441V in an open T-hanger. Tires

were flat, tail-wheel was sunk in the mud, bird and mouse nests adorned every open orifice - you get the idea, but it looked like she was otherwise in good shape.

From July 14-16, we removed the wings and empennage and loaded her on the trailer for the trip back to Pocatello. Employees from McFarlane Aviation helped whenever and wherever they were needed. Since the C-195 is a fully cantilevered wing, Frank and I had to remove 16 tight fit bolts to get the main spar separated from the cap spar. No easy feat in Kansas 115 degree heat index. Frank and I drew straws on who would crawl into the fuselage to take out the inside tail bolts - I lost. After about 15 minutes, I had to do everything by feel as the sweat pouring off my balding head was stinging my eyes, So Frank would "talk" me onto each screw and bolt.

We had everything packed up and ready to head back to Pocatello by Friday evening. this was none too soon for me as the heat and humidity

was taking a toll on both my body and attitude. Hop flew back to Pocatello for work and Frank and I drove back taking a more leisurely three days to make the trip. We got our fair share of strange looks from people on the road wondering what kind of wingless airplane was being hauled on the trailer.

After I finish up the 182, I will start rebuilding and restoring the 195. There is considerable filiform corrosion on the top of the wings and fuselage, but it does not look like it has penetrated the aluminum cladding. It looks sound structurally.

Anyone who would like to help work on the 'ol girl or just come by to look is welcome. Any of you "older" generation radial engine mechanics out there are especially encouraged to come by.

It is sad that John Bakken will not be helping on this project except in spirit. He was looking forward to giving me a hand in restoring this classic airplane.

I will try to post photos whenever possible to keep 407 up to date on the restoration.

Michael Evans





ARLINGTON FLYIN - IN WASHINGTON STATE

by Kenny Smith

My flying adventure for this summer was a trip to the Arlington Wa. EAA Flyin. Richard Neves, Lee Ore, and I loaded up Richard's trusty 182 and departed Blackfoot on July 7th. The weather was great, so Richard relented and we flew the route to Challis and over the mountains to Lewiston.



I purchased a new GPS and this trip was its maiden voyage. It is an Ifly 700 made by Adventure Pilot. It is a moving map touch screen GPS unit that has all of the charts for the



United States in the data base. It also has airport information, airport diagrams, low in-route charts and lots more. Its claim to fame is the ability to display flight plans and track over the top of current charts. The price for the unit is \$499.00 which I thought is a bargain.

There is a learning curve. It displays map up so when you look at the course line, it can be from anywhere on the screen. It comes with a suction cup mount. I made a temporary mount to attach it to the glare shield.



After a fuel stop in Lewiston we were on our way again. We soon arrived at Arlington where they greeted us warmly and collected our tickets.



We pitched our tents and set up camp then spent the rest of the day & the next two enjoying the sights. Lots of interesting displays and events. On Thursday, there was a flyby of a Boeing 787. What a beautiful aircraft. The air show was fun to watch but by the third time, it starts to get a little old, but there are other things to see.

The original plan was to depart on Sunday morning but the forecast was for fog and low ceilings so we packed up and got ourselves over the Cascades and spent the night under the

wing in Walla Walla. The next morning we loaded up and headed home. It looks like Lee's wife was glad to have him back. She was the only one there to greet us. For me it was a great trip. Richard let me fly the 182 both ways. That was fun.



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 hangered. Contact Mike Greene at 208 652-7586



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.

For Sale:

| | |
|--|---------|
| Altimeter, Kollsman | \$50 |
| Air Speed, UMA 0 - 120mph | |
| & Aerosonic 0 - 140 knots | \$50 ea |
| Vertical Speed +- 2000 ft/min | \$50 |
| RCA 11A-15 Directional Gyro, Vac (new \$699) | \$250 |

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| Attitude Gyro, SigmaTek 5000B-36, Vac (new \$789) | \$300 |
| Turn & Bank, Elect Gyro Corp 1394T100 12 - 32v (new \$799) | \$300 |
| SL-40 comm, (new \$1295) | \$600 |
| GTX-327 transponder(new \$1770) | \$700 |
| Ameri-King AK-350 encoder (new \$150) | \$70 |
| Bendix/King KMD-150 panel gps (new >\$4000) | \$1500 |
| Bendix/King SM-3C port gps version of above (new \$2500) | \$700 |
| ACS Magneto switch A-510 (new \$94.95) | \$30 |
| UMA 10 - 50 inHG manifold press 2 1/4" (new \$104) | \$30 |
| Wheelen A413AHDA-CF-14/28 strobe power, (new \$400) | \$190 |
| Aero Classic 8000215 13 section oil cooler, (new \$270) | \$180 |
| Pasco Vac Regulator with 1.25" UMA panel meter, (new \$210) | \$80 |
| Clecos 3/32", 1/88, 3/16 (new \$0.43 ea) | \$0.10 ea |
| Cleco Pliers (new \$5.40) | \$3.00 |
| .032 and .041 safety wire and twist pliers | \$3.00 |
| 2ea 1/2" mpt quick oil drain, (new \$62.00) | 35.00 ea |
| Main power solenoid W-R/RBM 12v | \$3.00 |
| Starter Solenoid 12v | \$3.00 |

Call Tom Piper @ 208-523-8132 (H) or 208-520-6671 (Cell) if you are interested.

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

For Sale: 1997 Rans S-7, 760 hours. 760 ValCom radio, Electric trim tab on elevator, upgraded gear legs and dual brake calipers, 80 hp Rotax 912 UL engine with 2-blade warp drive prop, extended baggage box, fabric and paint in good condition. Price: \$38500.00. Call Larry Boam: 754-4352 (H) or 521-0679 (Cell)



RANS S-7

ATTENTION!

Due to security issues, we can no longer have our West Yellowstone Flyin with ground vehicles participating. In order for everyone to participate, we have chosen to head to:

Henry's Lake Airport (its closer!)
Runway: U53-Grass strip, good condition. Length: 4600 feet, Elevation 6596. Located at US20 & Idaho 87 intersection.

The Fly Idaho Book recommends landing Runway 6, takeoff Runway 24. It has: Campground - Picnic Tables - Pit Toilets - Potable Water - Stoves. You can fly up or drive!

August 27th-28th-29th
Friday, 6 PM Community Dinner.
Our chapter will provide meat
Please bring a dish to share
Bring chairs & service

Saturday AM: Natalie/Terry will cook breakfast
Breakfast cost: \$5.00 each person
Staying until Sunday is your option.

WEST FORK, MONTANA CAMPING FLYIN UPDATE

We had 5 of our Chapter 407 planes fly up to West Fork last weekend - what a great turnout!! Tex and Heidi rolled out the red carpet for us and that included Tim and Amy Kaser, Larry Boam with his grandson Cody, George Mundt, Larry Hobbs, and Errol Spaulding. Although everyone was arriving and leaving at different times, quick visits over camping gear and great meals were possible and as always, the conversations turned to weather! Sounds like a couple of other chapter planes didn't make it in. But this was a great weekend and everyone told Tex and Heidi that our chapter would be back next year!!! Thanks!

NOTICE

We are looking for a volunteer to be our "Door Greeter" at our meetings. If you are interested, please let Natalie Bergevin or Pete Stewart know. Volunteers are ALWAYS appreciated!!



TERRY @ CAREY



YOUNG EAGLES BOOTH @ POCATELLO AIR SHOW



AERIAL SHOT OF THE RED BARON



BEAUTIFUL RADIAL ENGINE @ POCATELLO!!

