



THE
SNAKE
RIVER

"RIVETING NEWS"



Who We Are:

President: Natalie Bergevin (H)	684-3411
Natalie Bergevin (C)	681-1411
V. President: Pete Stewart	785-2441
Secretary: Kenny Smith	705-4500
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
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!

PRESIDENTS MESSAGE: I am so excited for this year!! We have so much going on in our chapter...already we have plans for breakfasts, camp-outs, Young Eagles and many more activities. It is interesting to watch our membership go up and down. We are always lowest this time of year as we get reminders out to everyone to renew their membership. I would love to see us reach 100 members just once. That would be awesome.

Soooo...here is the plan. I will recruit, recruit, recruit. Then everyone else will help by bringing friends to the meetings. To make it even better, I will put your name into a special drawing for a fabulous prize if your friend joins the chapter. Every person you get to join will be another entry for you into the drawing. It will be fun to see if we will make it,

....Natalie

OUR LIBRARY

Don't forget that we have a wonderful library located in the Aeromark meeting room upstairs. If you would like to browse through our books and publications and check something out, let Paul Tremblay know or call one of the officers. We accept donated books & magazines to add to the library.

HAPPY READING!!

MARK YOUR CALENDAR

MAY - 2ND ANNUAL POKER RUN

MAY 15th - CAREY FLYIN

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

Specific details will follow in the months to come. So be ready for a really great year!! Smiley Creek is a good potential flyin we could plan also.

1st SATURDAY BREAKFASTS OR LUNCHES!

PLEASE add these dates to your calendar (these are WEATHER DEPENDANT)

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.

Let me know if there are other breakfast locations you have discovered and want to share with the chapter! Send to: cjfood@ida.net

OUR NEWSLETTER NEEDS THE FOLLOWING:

SPOTLIGHT ARTICLE ON YOU, OUR 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:
cjfood@ida.net

COLD TEMPERATURES BY JIM WOLPER



We've all noticed that it's Winter, both by the calendar and by the thermometer. Or maybe, like me, you've had your annual furnace failure.

Pilots love winter flying. The cold, dense air makes both your engine and your wings stronger, and you can see

forever because the air is so dry. But the days are shorter, and that means more night flying. The night air is still cold and clear, and the lights shimmer brightly. You need to watch out for fog forming in the valleys, but that usually happens sometime after sunrise.

Now imagine yourself flying from Denver to southeast Idaho on a moonless night. Before you left, you looked at a chart, whether online or paper, and noticed that the route takes you near Wyoming Peak, elevation 11,378' MSL. So you put on the oxygen and climbed to 12,500. Smart, right?

Well, let's see. Keep in mind that extreme temperatures distort your altimeter readings. Hot temperatures make the altimeter read low, while cold temperatures make the altimeter read high. "High to low, look out below."

People often forget that the altimeter error from cold temperatures increases with altitude. There's a table in the Aeronautical Information Manual (AIM), paragraph 7-2, that illustrates the problem. By the table, when the surface temperature is -20C (which is not all that cold for our winters), the altimeter error is 140 feet when you're

1000 feet above the surface, 280 feet when you're 2000 feet above, and 710 feet when you're 5000 feet above. It's worse when the surface temperature is colder.

Now back to you...cruising along at 12,500. You're comfortable in the dark, because your terrain display isn't showing any red. But it doesn't know the surface temperature. Just in case, you get the Afton weather, either by tuning the ASOS or with the nifty XM receiver. "Afton Municipal Airport," it says. "0303 Zulu weather. Wind calm. Visibility 1-0. Sky clear below 12 thousand. Temperature -40 Celsius, dewpoint -42 Celsius, altimeter 3-0-0-1..." It sure sounds cold down there!

But that high up, with the Afton temperature -40C, your altimeter error is about 1,000 feet! In other words, while your altimeter reads 12,500, your true altitude is closer to 11,500, putting you within 200 feet of the mountain...which you can't see. Letting your altitude slip a little could ruin your night.

Pilots are generally carefully about hot conditions. We know to use the usual speeds for take off and landing, and to

ignore that feeling that we're going too fast, because we're not. We know to allow more runway, too, and more room to climb. Perfect technique in hot conditions keeps you safe. But perfect technique in cold conditions can kill you. You can pick a good altitude and hold it within an inch and still hit a mountain!

So think about this when flying in or near the mountains on a cold night, or while IFR. Choose a higher altitude than you think you need, because in fact you need it. See the AIM for more.

.....Jim Wolper



**COUNTDOWN TO
OSHKOSH 2010
154 DAYS
15 HOURS
10 MIN**

FROM THE DIARIES OF DALE CRESAP



1-8-10 :

I haven't flown with Larry Hobbs since September 18TH. That is 112 days, but who is counting? Friday looks like a good day to fly and I agree to arrive by 11:30. I am on time and he is there and ready to go, so we get right down to business. There is an additional plane in the hangar, making a total of 3, and I move Kevin's plane out of the way so Larry can get his out. We hop in and start up the plane. As the engine warms up, we hear Errol on the radio. How can this be? When I talked to him yesterday I thought he was snowed in until spring. He buzzes the runway in front of us and I see he has a passenger as well.

We take off and join up in formation flying toward Caribou Peak. Larry practices lazy eights on the way. To remain in the same vicinity with Errol, he limits the turns to between 45 and 90 degrees, so these are more like lazy fours. The temperature increases markedly as we

climb...to 30 degrees at 10,000 feet. This is the strongest temperature inversion I have seen. Over the mountain, we see evidence of avalanches. I'm glad to watch these from the air.

Errol suggests flying toward Bear Lake. On the way, we chat with traffic and make contact with Tom Strong coming the other way on his return from Evans-ton, Wyoming. We decide to head for Afton as a flight of 3, remaining with Errol until we lose sight of him and Tom catches up with us, and land into Afton as a flight of 3. The temperature drops as our altitude drops, and it is 4 below on the ground, calm and clear. We chat and have snacks in the warm FBO office rather than going into town for lunch, and then decide to leave after 40 minutes, before the engines get cold.

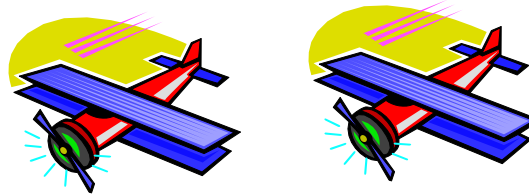
Errol shows off his new electric flap motor that he made from a power window actuator from a Cadillac. We depart from mid-field as a Bonanza goes by on downwind. Larry buzzes an airstrip, and stays low over the hills on the east of the valley. We see many animal tracks, but only one deer.

Over Alpine, Errol heads for home and Tom and Larry do in-flight photos. I

hold straight and level while Tom zooms by and Larry takes pictures. Tom pulls up in front of us for a dramatic picture, but this requires some coordination. Larry has his hands full with the camera so I have him call the break over the intercom and I relay it over the radio. When it all works, we get a big bump from Tom's wake.

After several passes we head for home, dropping down to fly over a client's house and buzz Errol on the way. Larry lands at Rigby to conclude this 3.3 hour flight, and I am in time to run to IF and give a Young Eagle ride.

.....Dale Cresap



MY FIRST SOLO BY STAN HARWELL:

My instructor's name was Alvin. He wasn't really a flight instructor, but an old bush pilot that taught anyone

(who had guts to go up with him) how to fly. Alvin gave me lessons in an old Piper J-5 Cub. We did all sorts of maneuvers, stalls, and flying in the mountains....you name it, we did it! At times, I was so scared that I couldn't swallow.

Anyway, after a few hours, he said I might as well take it up alone. Alvin had a buddy who had a flight instructor rating who agreed to fly with me after a couple of circuits around the field...and then he set me loose. As I was flying the downwind leg, I happened to glance into the back and nobody was there. I said to myself, "Stan, what in the hell are you doing? Goodbye world!" However, I did make it down in one piece. I did it three times without crashing. So I will always remember my first solo flight!!

.....Stan Harwell

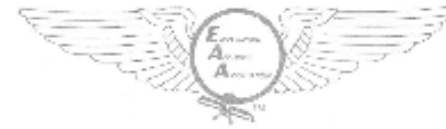
"I was always afraid of dying. Always. It was my fear that made me learn everything I could about my airplane and my emergency equipment, and kept me flying respectful of my machine and always alert in the cockpit." Quote from Chuck Yeager



AUDREY AND PAUL POBERENZY



Tom & Carol Strong attended the Feb 6th Saturday Pancake Breakfast at the EAA Chapter 105 "Ailerone Cafe". They serve over 300 people every month.



Experimental Aircraft Association

Paul H. Poberezny
Founder

December 8, 2009

TO: EAA CHAPTER PRESIDENTS

Dear Chapter President,

As another year draws to a close, we celebrate another Christmas and Thanksgiving 's just a memory. For me, as the founder of your fine organization, I am very thankful for all the many friends I've been privileged to have met throughout the past 57 years of "EAA life." The EAA Officers and Directors of the past as well as the many EAA Chapter Presidents and their officers and members who have given their time and enthusiasm to making EAA and aviation so much better, for this Audrey and I are grateful.

From our humble beginnings in January 1953, EAA has been a family organization, with a love for aviation, building friendships and respect for each other, as it has always been in our Chapters. I hope this spirit and volunteerism is respected and continued for many years to come.

2010 will soon be upon us here at EAA headquarters and our Board of Directors continue their efforts to search for a new President to lead your organization. It would be my wish that the founding principles of the organization be continued and the Chapters (and their members') input continue to be heard by the EAA Board of Directors.

Please give my very best and Christmas greetings to your fine Chapter. It is a privilege for me to personally sign this holiday greeting to you and your Chapter.

Season's Greetings,
EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny
Paul H. Poberezny
Founder





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. 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:

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.

Nate Smith transporting two dogs to new, forever homes.



With the lack of good weekend weather, I have not had many opportunities to fly cats & dogs in need. I reach back to September for my last, and longest rescue flight:

I left Idaho Falls rather early in order to reach the assigned meeting point at Rock Springs about 1 pm. I took the low altitude route down towards Malad and over Soda Springs and on to Cokeville. Proceeding just north of Kemmerer, it became a straight shot to Rock Springs. The dogs were late so I ran behind on departure, but it gave me time to fill my twenty-five gallon tanks in both wings to the top.

Finally departed Rock Springs and headed for Mountain Home. I knew I would be trying to fly high on the return trip, so had carried my oxygen bottle. I used it as I climbed over the terrain around Bear Lake. I was glad I had filled my fuel tanks since I fought head winds. Just over four hours in

route to Mountain Home, I was greeted with lighter winds and clear skies. It was my first time into Mountain Home and it took several tries to get the AWOS right. After a usual landing, we were met by the dogs' transfer driver. She had been waiting a while because of my late departure and head winds. See picture: I was using my hat to entertain the dogs for a photo session.

Leaving Mountain Home after fueling at the self serve pumps, I headed home direct to Idaho Falls. It was a good flight and I arrived just after dark to the unattended tower. Almost 8 hours of total tax deductible flight time & 2 happy dogs.

.....Nate Smith

OF INTEREST

For those of you that might be interested in volunteering to help save and relocate cats and dogs to a new home (so they won't be euthanized), contact Nate Smith, Tom Strong, or Carol Strong. We have all done several trips via air and highway to send these wonderful animals on to new and forever loving homes. It gives you a wonderful feeling of satisfaction & joy to be able to help these little guys. Mileage is tax-deductible also.

Nate and Tom are registered with "Pilots 'N Paws", a national organization.

MY SECOND HOME

BY STAN HARWELL

Everyone needs a place to hang out, right? My place to hang out is the Blackfoot Airport. Not much flying going out there now but on the other hand, who knows NonPareil's Jet might be ready to take flight. I wouldn't want to miss it. I guess what I am trying to say is that airplanes are a way of life.

When any plane flies over we just have to look up to see what kind it is, looks like a J3 Cub. The friends out at the airport are folks you can relate to, people you have in common with. "Been flying lately? Haven't seen you out. Too windy, huh?, plane needs an annual or whatever." Oh well, whether you fly or not, coming out to the airport is a place to look forward to, just to see what is going on. I haven't been flying for some time because of illness but hope to get started soon. But remember this, nothing wrong with having a second home at the airport.Stan Harwell

