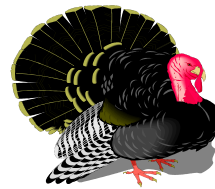


Upbeat...!



NOVEMBER 2002

Inside this issue:

Congratulation to Ray Fehr, Utah’s Representative for Flight Across America

Ray Fehr owns Lot 9 Block 2 and retired at the beginning of the year from mechanical work for missile ground support at Hill Air Force Base. He maintained the environmental controls necessary for the Peacekeeper missiles. Ray is also an A & P.

After returning to Utah from Oshkosh, Ray heard about the project called Flight Across America and decided to apply as the representative who would fly Utah’s State flag to New York.

The inception of Flight Across America is attributed to 34-year-old new pilot and Redmond, Washington resident, Molly Peebles. Molly was quoted as saying, “Aviation is filled with people who had a vision of the impossible and worked to make it possible.” Her concept was to show the nation that aviation could be used to create a positive unifying event rather than be used as a tool of destruction as it was on Sept. 11th. Molly’s original plan was to have at least one plane take off and land from every public airport in the nation. That idea grew to the event that Ray participated in.

On Sept. 3rd, Utah’s Gov. Leavitt presented Ray Fehr with the Utah State flag that he had committed to fly to the Caldwell, New Jersey airport on Sept. 7th. On Sept. 4th, Ray with long time friend Don Pantone as co-pilot departed Ogden, Utah in Ray’s C-35 1952 Bonanza. They spent the night in Dayton, Ohio, and reached Somerset, Pennsylvania on Sept 5th. That evening there was a ceremony at the crash site of Flight 93 where the passengers were honored for their efforts. Sept. 6th Ray and Don flew on to Frederick, Maryland, AOPA headquarters, where they received a royal welcoming and heard Phil Boyer, AOPA President, speak. From there, they took an hour long bus ride to the Pentagon for another ceremony. On the morning of Sept. 7th, everyone was invited to fly to Wilks-Barre, PA for breakfast before flying on to Caldwell, New Jersey. The welcomes at Caldwell were again very cordial and a banquet was held that evening with Charles Lindbergh’s grandson, Erik and Molly Peebles as speakers. Finally, on Sept. 8th, the unified aviators of 51 planes representing all the States paraded in flight down the Hudson River at about 1000 ft.

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elevation. Their flight took them up into New York State and then down the Hudson past the Tappan Zee Bridge all the way down to Sandy Hook and back. Ray caught the empty space that the Twin Towers occupied directly centered in a snapped photo. Upon returning to Caldwell, the State flags were loaded onto a helicopter and flown to the floating naval carrier museum, the USS Intrepid.

When Ray was asked what was the most significant part of his journey, he responded that people should not adopt the attitude that one person cannot make a difference because Molly Peebles is proof to the contrary. Ray was also glad to report that so many worked together to make the events happen, including support from the FAA.

Board of Directors

Jay Erickson
(208) 495-2043

Don Morgan
(208) 888-2510

Irv Feher
(208) 495-1361

Doug Norman
(208) 495-0966

Lauri Moncrief
(208) 495-1101

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Les Moncrief, (208) 495-1101

Membership Updates

Please welcome new members:



Eldon & Donna Hatch
5514 Meadow Ct.
Nampa, ID 83651
(208) 442-1926
Block 5 Lot 11

Brian & Juanita Isert
c/o COPI Moscow Pouch
P.O. Box 6046
San Ramon, CA 94583
Block 5 Lot 5

Earl & Maria Stevens
6255 East Blvd. N.E.
Bremerton, WA 98311
(360) 377-0453
Block 5 Lot 15

Dick & Peggy Callis
1313 Quail Lane
Roseburg, OR 97470
(541) 673-5309
Block 2 Lot 14B

Construction News...

Bob Fiora is rapidly materializing a new 2-story home on Lot 2 of Block 5. Bob is always thinking about others and he adapted a water system so that his construction crew wouldn't create a lot of dust for his neighbors.

On Lot 3 of Block 2, Gary & Joyce Hamilton are headlong into both their hangar and home. Gary believes in family participation and luckily has the additional help of 2 sons, John and Ben who are attending Melba High this year.

Jay & Joy Erickson are building their hangar at the 12 end of the runway. Brian and Juanita Isert are also constructing their hangar at the 30 end of the runway.

Family Info.

Brian and Juanita Isert have a very unique position. Brian's work is currently in Russia with the Caspian Pipeline Consortium as Technology Dept. Manager. His wife and children have moved with him to Russia. That's no easy task when you consider they have 6 kids: Jessie, Catie, Sarah, Rebekah, Ben and Karl. We'll look forward to hearing about life in Russia!

Ed Bundy is Going Places

My mother needed to fly to Chicago to help my grandmother in the hospital. The full fare airline price was nothing short of breathtaking, so I offered to fly her. This offered the opportunity for an adventure, and some quality time with someone that I don't spend enough time with.

We flew from ID40 to Rexburg, ID, then on to Rapid City, SD. Over the Rockies and Grand Tetons at 14,500' with a 20kt tailwind. We stopped there for the night. The staff at Jetstream was very friendly and efficient, although the gas was quite pricey. In all fairness **everything** is expensive in Rapid City, being the jumping off point for Mount Rushmore. They got us a great (comparatively) crew price on a hotel room and car and we went to Mount Rushmore the next morning. I've seen pictures of it all my life, but I wasn't prepared for the real thing. It is completely amazing.

The next morning we called FSS and got the TFR for Bush's photo op at Rushmore. While waiting for takeoff clearance we got to watch an AWAC land - apparently security for President Bush's speech that afternoon. Our next stop was Wayne, NB. They supposedly take credit cards (I called ahead to verify) and at \$1.95 they were high on the list. NB grows corn. Lots of corn. Even the airport has corn growing all over it. From the air it looks like they plowed out just enough corn to put in a runway. Apparently grasshoppers like corn. There were grasshoppers the size of hummingbirds everywhere. So we pull up, get out, and the card reader doesn't work. Luckily I find an airport resident and ask him if there's some way I can get fuel. He looks at me like I'm a tad dense and says, "Well, just turn the handle. When you get done, multiply the number of gallons by \$1.95 and leave a check in the little box." Okaaaaay... I don't have a checkbook with me, but my new friend says I can leave the cash with him, and he'll give it to the airport

manager. Things are a little different in this neck of the woods, but I kind of like it.

Then on to New Lenox, IL. Runway lights don't work. We found out later from the FBO manager that they are on a different frequency from the CTAF because a nearby airport has the same frequency and kept turning on their lights. I'm sure glad they were able to save a few watts of electricity at the expense of transient pilots. Luckily, there isn't anything but flat ground within 30 miles, and there was just enough moonlight to make out the runway. Those big wingtip halogens light up the runway nicely at about 50' and the landing was uneventful. We had the pleasure of meeting a Bonanza driver that went way out of his way to help us out. Airplane people are the greatest. A small town airport. Very quaint. No card reader. No problem, I'll get gas tomorrow during business hours. Only two tie down spots on the ramp (not two available, **only** two) and both of them have what appears to be the 2" end of a piece of rebar with a rope on it sticking vertically straight up out of the pavement. Now, having flown to a fair number of airports including some that were barely goat-paths cut in a mountain, I'm used to a metal ring, loop, cable, or some other slightly more substantial way of attaching airplane to terra firma. It's very dark and I'm Rube Goldberg-ing this thing trying to make the rope hold the nub of rebar against the lifting force that's sure to develop from the storm that's coming in tonight. I leave feeling very uncomfortable.

Fortunately the rope, my tie downs, and some clamps seem to have held, and I get the pleasure of paying for an avgas price increase that apparently happened overnight, from \$2.45 to \$2.65. Oh well, the flight out was amazing. 4,000' scattered, flying 2000' agl over some beautiful green scenery. You don't see much green, flat land in my half of the U.S. Got a picture of Chicagoland Speedway from the air (if you aren't a Nascar fan, never mind) and really enjoyed the flight in spite of a 30-40kt headwind. It didn't blow that hard all the way though, sometimes it

increased to 50kts. After a rather longish flight back to Wayne for fuel (I left a note with the gas amount and sent a check to them when I got home) I headed back to Rapid City with "only" a 25-30kt headwind. Guess I'm paying for the 20kt tailwind I had on the whole trip East. Got weathered in an extra day in Rapid City (wind 40 gusting to 70, no exaggeration) with an Airmet for moderate turbulence over the 400 miles West of my position below 18,000'. I'm Glad Rapid City has real tie down anchors.

I spent a nice day sightseeing in Rapid City. There is a park there that takes up an entire mile-square city block. In addition to an impressive rose garden, there is a very moving war memorial that includes a full-height piece of the actual Berlin wall. It's easy to complain about some of the things that go on in the Federal, State, and local governments (or even the H.O.A), but seeing something like this really puts things into perspective.

The next day high pressure was back in control and there were clear skies with virtually no headwind. Flew over the Rockies, and **through** the Grand Tetons with Louis Armstrong singing "What a Wonderful World" on the stereo. Truly a religious experience.

The entire trip took a total of 18 hours, covering 3000 miles, on 135 gallons of fuel. It's still amazing to me the things that you can do in something that you've constructed with your own two hands.



Volunteers Make Things Happen



We have been very fortunate to have some super people who have been willing to offer their time, abilities and even their personal funds to help improve and promote our Skypark. Although there are many individuals who have helped, we would like to take note of the following:

Fay Acker

Over the last three years, Fay has been leading up the efforts to continue to develop and produce this newsletter which was originally created by Sherry Jones. Her efforts have brought many compliments and even solicitations from web people who have picked up on this publication. It has proven to be a great way to connect people.

Don Jones

Don has been responsible for developing the homeowner's lot on the river into a blossoming park. He has always made the extra effort to be there when a helping hand is needed. And everyone in the Skypark has benefited from his generosity.

John Larsen

John is a multi-faceted individual. While President of the Association, John helped to bring people together and focus on the development they wanted to see at the Skypark. John used humor and positivity to bring out the best in everyone.



Volunteer Firefighters

Earlier this year, Don Jones flew Ed Dickman, Doug Norman and Tim Nettleton to California to pick up a Kenworth tanker truck that has now been converted into a fire truck. Through their efforts, we all have benefited with a reduced fire rating which translates to lower insurance premiums. Ed Dickman, Chuck Dowrick, Don Jones, John Leakos and Doug Norman are all currently serving. Doug Owens also served prior to injuring his back.

Community News—Here and Abroad

50th Wedding Anniversaries were recently celebrated by Bob & Marilyn Dawson and Jim & Hanako Osborne. Congratulations to all of you and your families!

Our Octoberfest on the 12th turned out to be a beautiful fall day with lots of good food and company. Thanks to our brät cook (Don Jones), coordinators (Marcia Harmel, Nina Leakos, & Sherry Jones) and all who joined in.

Letters containing our Rural addresses have been mailed out to the subdivision owners. There are still a few corrections and adjustments pending. We've been told we have 1 year before our old addresses will be deleted.

History is for sale. On Nov. 14th two Charles Lindbergh lots will be auctioned. Check out www.swannalleries.com for details.

Be on the lookout for news on the Emergency Substitute Pilot (ESP) Checkmate. This is a new product to assist the non-pilot in controlling the aircraft in the event the real pilot becomes incapacitated.

The Aviation World's Fair mentioned in the last newsletter has lost their venue for their planned 3 week celebration commemorating the 100th anniversary of powered flight. Please reference www.awf2003.com for updates.

New TSA and FAA requirements are in effect requiring all pilots to carry photo identification along with their FAA certificates during flight operations. There is a comment period. For details see <http://www.eaa.org/communications/eaanews/>.

Need a winter break, try the Red Rock Balloon Rally, Gallup NM, Dec. 6-7, EAA SportAir Workshop, Corona, CA, Dec. 6-8, or Planes of Fame at Chino, CA, Jan. 5, 2003.

Ed Dickman--Making the Most of Life

Ed and Lori Dickman's recent purchase of their Cherokee 6 has given Ed more options than Lori may have even anticipated. In conjunction with the National Air Races at Reno, Ed was asked to fly his plane for filming of aerial maneuvers performed by international aerobatic champion, Greg Poe. Apparently, the professional photographer, Mike Fizer, has a penchant for filming from a Cherokee 6. It all has something to do with being able to take off the back door and being strapped down to the floor.

Ed asked Don Jones to accompany him for the flight. The two flew from the Skypark to Pyramid Lake, Nevada where they were scheduled to meet up with Steve Appleton's team in their Edge 540. Because of the tight air traffic control during the races, Ed and Don were required to wait for the designated time slot to land that had been secured by Appleton.

Greg Poe was the subject of the filming that should be telecast on both the Discovery Wings and the ESPN channels as a segment covering championship aerobatics. The Wings program should be shown in January. Greg is a familiar name in our area because his home base is

Boise. He had 18 scheduled air shows this year. An upcoming show will give him a winter break in El Salvador while showing off his Extra 300 that has a listed climb rate of 3200 ft./min.

The photo shoot was to be over Lake Tahoe, elev. 6200 ft., towards the evening. Ed took off with Mike Fizer who has been a staff photographer for AOPA, John Chambers who flies formation with Greg, and Edward Moore who watched for traffic. Ed described one of the details he paid attention to was altitude. He explained that it is possible to mistake the level of the surface of the water because you can have no contrast between the air and water and the water will appear even 100 ft lower than it actually is. He has experienced similar conditions with his floatplane. The photo session lasted about 2 hours with Greg Poe being photographed through Newtons, vertical rolls, salutations and various other maneuvers through 2000 feet of drop.

Both Greg Poe and Mike Fizer have information on the web. EAA's subchapter IAC (International Aerobatic Club) can provide help for those of you who would like to learn more about aerobatic flying. There is

also a local aerobatic club called the Skybolt Club that flies an open cockpit Steen Skybolt.

Shortly after returning from the Reno trip, Ed was up in the air for another photo shoot. The photographer this time was our own John Larsen who writes articles for the trade magazine, *Kitplanes*. John wanted to take some photos of Ed McGinty's homebuilt Super Cub near Cascade. Watch for that article in the upcoming months.

I'm sure that Ed will find several other uses for his plane; and after talking with Ed, I just had to wonder if any of the following tactics had been used in helping him to secure his impressive Cherokee 6. Honey, I've found a **really** good deal on just the plane I've been looking for. Or, Sweetums with **this type** of plane, I could zip you over to the Coast for the freshest seafood dinner you've ever had. Or, Muffin, the stock market has tanked so badly that I think we should consider an investment that can't go wrong! Whatever created his success, I think Ed is willing to offer a streamlined seminar about how to enjoy life, so be sure and let him know you're interested!



Road paving was completed on Oct. 21, 2002. Sorry, no excuse for not getting out and exercising!





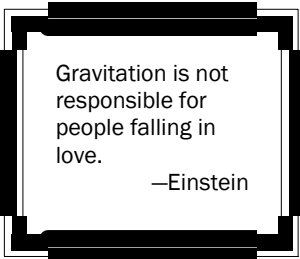
Sunrise Sky Park News

9165 Poplar Dr.
Givens Hot Springs, ID 83641



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BUNCO "PUMPKIN" PIE As Served by Nina Leakos October 24, 2002

All things have a beginning and who knows where recipes get their beginning? My pie had a great beginning, many, many years ago in the kitchen of a lady named Mrs. George Schatz of Hingham, Montana. She was good enough to donate it in her own honor to the Royal Neighbors of America sometime before the cookbook was published by the *Tribune of Shelby* in the year 1932.

My Great Grandmother on my mother's side of the family, named Mary Jane Clark and who everyone knew as "Aunt Molly" acquired the cookbook as a member of the club and willed it to me by default when I reached the grand old age of 18.

I chose to make the changes I did, mainly that I used the homegrown Hubbard squash from my garden here at Sunrise Sky Park, which to my delight was so large that it couldn't be carried in one piece, but was cut into pieces by a machete with the help of the hubby's sledge hammer. Most of it was gracefully accepted by the folks here with many thanks, though I'd wonder if most knew what to do with it now that they had it.

I microsteamed it after cutting it into small enough pieces to put into the steamer and put it through the Food Mill to remove the few strings that were in it. This brought my squash to a beautiful pumpkin stage which was incorporated in to the wonderful pie that was shared with my friends that night.

Pumpkin Pie

Preheat Oven to 375 degrees—called moderate oven

1 9 inch pie shell, ready to be filled with high fluted edges

2 cups pumpkin

1 cup sugar

2 eggs

1 1/2 tsp. cinnamon

1/4 tsp. ginger

2 tbsp. molasses

1 tbsp. melted butter or Oleo

1 1/2 cups milk

Mix sugar, pumpkin, cinnamon, ginger, molasses, and Oleo. Beat eggs and add to first mixture. Fill pie crust. Bake until done about 45 minutes. Test by inserting a knife in center. If it comes out clean, it is finished. If not, cook it longer until knife is right.

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