

REMARKABLE TIMES FROM REMARKABLE PEOPLE

Today's news articles and television programs are covering celebrations for bicentennial, centennial and current events that have produced life-altering impacts on humanity. In our own way, we are connected to some of these major celebrations recognizing the pioneers of travel. Perhaps the most awesome factor is the staggering advancement made in a span of only 200 years.

In 1803, President Thomas Jefferson requested and received congressional appropriations for Meriwether Lewis and William Clark to set out with the Corps of Discovery to find an all-water route to the Pacific Ocean.¹ The Corps' task was to explore land that was barely known and had recently been purchased from France. The men of the Corps were very disciplined and very skilled survivalists, craftsmen, and documenters. The French interpreter, Toussaint Charbonneau and his purchased Indian wife, Sacagawea also became crucial communicators for the group.

At only two months old, the son of Sacagawea, Jean

Baptiste Charbonneau, became the youngest member of the expedition leaving Fort Mandan and traveling up the Missouri in April 1805. As a side note, William Clark played a significant role in the education and opportunities of Jean Baptiste. Although Jean Baptiste traveled even to Germany later in his life, his final resting ground was recently rededicated at Inskip Station just west of Jordan Valley.

The Corps of Discovery was successful in completing the trip to the West Coast and in mapping and cataloguing the new land with its then unknown plants and animals. In appreciation of the accomplishments of these early explorers, several of today's



men are trying to recreate the experience of the expedition. In August of 2002, a group of men "landed" at Fort Clatsop near the mouth of the Columbia River on the Oregon side. When

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asked what were the difficulties the group had encountered, one of the men didn't miss a second to respond, "Everything." A hand dugout canoe had sunk and they were tired of having wet feet. It seems that much of Lewis and Clark's knowledge and skill has already been lost. For event schedules and an idea of how Lewis and Clark lived, check out www.hogheavenmuzzleloaders.com.

A century later, on December 17, 1903, two brothers who had established their financial security from printing and bicycle building also (con't on page 5)

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Membership Update



Please welcome new member:

Dennis Fulk
P.O. Box 813
Elgin, OR 97827
(541) 437-0607
Block 6 Lot 2

Community Work

At the beginning of last November, Bob Dawson, Bob Fiora, Gary Hamilton, John Leakos, Doug Norman and Ralph Oberst were all out helping to replace the mailbox stands at the West Entrance. They had spent an afternoon building and painting a sturdy and much appreciated improvement. All of us who use the new stands thank you for your work. A short time later, more Skypark members were working together to put up a new stand at the East Entrance. THANK YOU ALL!

Construction News...

Bob Fiora's home on Lot 2 of Block 5 is completed and it is a very nice addition to the Skypark. Bob has cedar wood paneling and some detailed finish work that Doren Keith completed for him.

On Lot 3 of Block 2, the Hamiltons are putting up an exterior brick finish on their ranch home. Again, we will have another very nice home added to the Skypark.

Terry and Vicky Davison are building their hangar at the 12 end of the runway. The Davisons plan to begin their home construction very shortly on Lot 2 Block 3. Earl and Maria Stevens are also constructing their hangar at the 30 end of the runway. Dick and Peggy Callis are back working on their hangar on Lot 14B Block 2 after an unusual winter trip to Africa.



The County has recently installed some stop signs at the highway road intersections, except for the West entrance. The County has also been installing signs with our new address numbers on our residential lots. The Homeowners Association's new address is: 11158 State Hwy. 78 Melba, ID 83641

RVS R US

Members Who Own/Build RVs

RV3 and RV4

Bob and Marilyn Dawson

Basic Considerations with RVs

RV4 and RV8 are both tandem seating. The RV4 is the most fighter-like, fitting like a glove. The RV8 is an RV4 on steroids. The RV6, 7 and 9 have side-by-side seating and are more roomier than their 4 and 8 cousins. The RV6 has been replaced and updated with the RV7. The RV9 is a more docile or training version of the RV7.

Typically, RV kits require 2000-3000 hrs to complete. Models can be customized with engines, instrumentation and canopies which can be sliding, tilt forward, tilt back, or clam shell. Tricycle gear is identified by an A, and the RVs without letters after the number are taildraggers.

* * * * *

With about 3000 hrs of building time behind him, Craig Ponnequin nearly has a finished plane. The remaining tasks are painting the fuselage and the final assembly. Then, it is off to test flying for 40 hrs before signing off his plane for airworthiness. Why 40 hours? Well, Craig has handcrafted his own oak prop. He laminated 6 boards of 3/4" oak with a plastic resin glue and then used a keying technique to obtain the basic

RV6/RV6A

Rob and Fay Acker
Ed and Marie Bundy
Jay and Joy Erickson
Mike and Marcia Harmel
John and Lori Winter

shape. The prop is finished with aluminum tape on the leading edge and 10 coats of varathane.

Bob Dawson purchased an RV3 that he is reconditioning by repainting and rebuilding some of the aircraft.

Ed Bundy has had his RV6A completed and flying since 1996. Ed and Marie have had several memorable trips with their RV logging 600 hrs. Their longest flight was to Chicago. In 2001, Ed finished the exterior painting.

For a period of about a year, Rob Acker would respond that he was going to finish the plane on Tuesday. It was pretty ironic when Rob and Fay's RV6 made its maiden flight on Tuesday, January 28, 2003 between winter storms. Local pilot, Pitts Harrison, made the initial test flight and they quoted him as saying, "I heard she was a good one... I'm having too much fun up here." The excitement of the moment proclaimed Rob and Fay the proud parents of a bonafide flying RV6.

John and Lori Winter have an RV6A with a 0360 engine. The canopy is a slider. John has the control

RV8

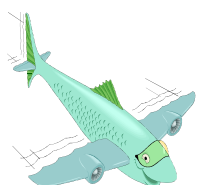
Ed and Lori Dickman
Mike and Lynette Guarino

linkage of the firewall forward about 2/3 done. The interior is painted and the instrumentation is in.

Mike Harmel and Jay Erickson both are working on their own RV6As and are also about at the same construction point. Their fuselages and control surfaces are finished and in a couple of weeks their wings and landing gear will be put on. The one difference for their planes is that Mike is putting in a Lycoming 0320 engine while Jay is using a Subaru engine.

Mike and Lynette Guarino are living in the Salt Lake City area. Mike is working on an RV8 and hopes to have his engine installed this summer. Mike has a lot of interests and it was surprising to learn that he teaches choir at the State prison. Mike joins John Larsen and Marilyn Dawson who are and have also worked with prisoners.

Finally, Ed Dickman and Larry Reeder are working on their RV8s. Ed has the wings done and Larry is working on the fuselage.



You're heard of a flying fish before? Well, how about the guy who is spending \$200,000 to turn a 727-200 into his home? The cabin and cockpit together will provide about 1,066 sq. feet of living space. The living space will be arranged as a studio apartment—one big room. Chuck Brown who is *seriously* considering one for his lot also wants the one with the ability to weathervane, hummm. If you'd like to know more, visit <http://www.AirplaneHome.com>.

It was all so different before everything changed.
-Unknown

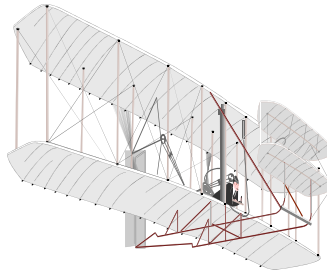
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proved that they were superb engineers by obtaining sustained powered flight. They developed a practical flying machine through the evolutionary chain of seven experimental aircraft: one kite (1899), three gliders (1900, 1901, 1902) and three powered airplanes (1903, 1904, 1905). When their gliders did not perform as well as their calculations had predicted, they built their own wind tunnel to study the effects of their designs.

The Wright Brothers' discovery was a pivotal moment for history. The airplane revolutionized travel and commerce, the way that wars were fought and spurred the technological advances to come. The invention of the airplane seemed to break through a mindset that the impossible was not only possible but also obtainable.

In 1999, newspaper readers and journalists were asked to list the top 100 news stories of the 20th century. The top three stories were landing on the moon, the attack on Pearl Harbor and the atomic bombing of Japan. The 4th ranked story was the invention of the airplane. The interesting fact is that the top 3

stories would never have occurred without the 4th ranked story taking place.²

It is worth contemplating what the outcome of WWI and the subsequent wars would have



been without the airplane. How would our country have developed? Would there be much economic interdependency between nations of the world? Would HIV and SARS even be a concern?

It took approximately 56 years between the perfection of the airplane and the first successful mission of a man in space orbiting the earth. From there it was only 8 more years to accomplish landing on the moon and the historic moment of the first man to walk on the surface of the moon.

Since 1969, we have been perfecting the ability to live and work in space and to develop the technology to make space flights as ordinary as airplane flights

have become to us today. In 1998, the first component of the International Space Station was launched into orbit. Within a period of about 35 years, the USA and Russia have, in spite of their differences, become economic partners in the Space Station. The space lab has and can continue to bring nations together for the benefit of all.

Today we are developing a spaceplane marking the next-generation Reusable Launch Vehicle (RLV).³ The goals are to make space travel significantly safer, more reliable and more affordable.

Although the losses along the way have been great, we continue to advance in our understanding of our universe. With each new development, our lives are opened for greater possibilities and a better quality of life. We have been fortunate to have so many individuals who are true pioneers and explorers of their time.

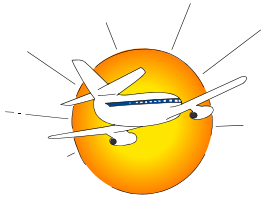


¹ Ambrose, Stephen E. and Sam Abell. Lewis & Clark Voyage of Discovery. National Geographic Society, 1998.

² <http://www.centennialofflight.gov/>

³ <http://www.slinews.com/>

Centennial of Flight Events (see www.centennialofflight.gov/ website for complete schedule)
May 31, 2003, Western Aerospace Museum, Oakland, CA, Symposium commemorating the 75th Anniversary of the First Transpacific Flight with the Fokker VIIb Trimotor, (www.westernaerospacemuseum.org).
July 18-25, 2003, U.S. Air Race, participate in cross-country air racing designed to see, fly and make history, (www.us-airrace.org).
Sept. 24-27, 2003, The Westin Bonaventure Hotel & Suites, 404 N. Figueroa St., Los Angeles, CA, The Society of Experimental Test pilots is planning a very special technical program of landmark aviation achievements complete with many of the pilots that made them possible (www.setp.org).
Dec. 8-19, 2003, Centennial Airport, 7800 S. Peoria St., Englewood, CO, exhibit of Wright Bros. Memorabilia.



Sunrise Sky Park News

9165 Poplar Dr.
Givens Hot Springs, ID 83641



Upbeat...! is not funded or sponsored by Sunrise Sky Park Homeowners Association.

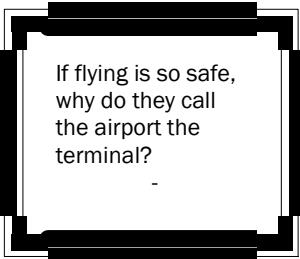
Recipe submitted by Marcia Harmel.

Pineapple Cheesecake Squares

Upbeat...! is published, funded, and distributed by volunteers and intended purely for fun and entertainment.

Pat-in-the-Pan Crust (below)	1/4 cup all-purpose flour
2 packages (8 oz. each) cream cheese, softened	1/4 cup sugar
1/2 cup sugar	1 can (20 oz.) Crushed Pineapple, well drained (reserve 1 cup juice)
2 eggs	1/2 cup whipping cream
2/3 cup Unsweetened Pineapple Juice	

Heat oven to 350°. Bake crust. Beat cream cheese in medium bowl until smooth and fluffy, beat in 1/2 cup sugar and the eggs. Stir in 2/3 cup pineapple juice. Pour cream cheese mixture over hot crust. Bake just until center is set, about 20 minutes. Cool completely.



Mix flour and 1/4 cup sugar in 2-quart saucepan. Stir in 1 cup reserved pineapple juice. Heat to boiling over medium heat, stirring constantly. Boil and stir 1 minute. Remove from heat; fold in pineapple. Cool completely. Beat whipping cream in chilled bowl until stiff. Fold into pineapple mixture. Spread carefully over dessert. Cover loosely and refrigerate until firm, about 4 hours. Cut into about 3-inch squares. 12 squares.

Pat-in-the-Pan Crust

2 cups all-purpose flour	1/2 cup almonds, finely chopped and toasted
2/3 cup margarine or butter, softened	1/2 cup powdered sugar

Mix all ingredients in medium bowl with fork until crumbly. Press firmly and evenly in bottom of ungreased rectangular pan, 13x9x2 inches. Bake until set, 15 to 20 minutes.

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