

Heads up! The Blue Angels are performing today and Sunday at Extreme Blue Thunder

# Post Register

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SATURDAY

July 24, 2010

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Most 'walkaways' are back in custody within 24 hours **B5**



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Mustangs rally to hand Chukars 11th loss in 13 games **B1**



## EXTREME BLUE THUNDER AIR SHOW



Robert Bower / rbower@postregister.com

Stunt pilot Greg Poe of Boise will perform at the Extreme Blue Thunder air show today and Sunday. He gave a publicity ride over Idaho Falls to Post Register writer Joelyn Hansen on Thursday.

# Roller coaster in the sky

## Aerobatic flying not for the weak of heart

■ The Post Register's Joelyn Hansen describes what it's like to defy gravity.

By JOEYLYN HANSEN  
jhansen@postregister.com

Adrenaline junkies will be jealous. In about 30 minutes of flight time Friday, I managed to twist, flip and defy gravity all from the comfort of my airplane seat.

When you fly with aerobatic pilot Greg Poe or on board the Blue Angels' "Fat Albert" C-130 plane, there isn't a beverage service or even a bag of honey roasted peanuts. What you get instead is a high-flying roller coaster of a ride.

The two rides are definitely not recommended for the weak of heart — or stomach.

Anyone who has ever watched Boise's Greg Poe perform aerial stunts may wonder if it's safe to fly with him, especially when you have to strap on a parachute and



Joelyn Hansen / jhansen@postregister.com  
**Post Register reporter Rachel Cook, with the help of Naval Aircrewman Richard Fenters, puts on a brave face Friday afternoon before taking off in the Blue Angels' "Fat Albert" plane.**

learn how to tuck, duck and roll just in case you have to use it.

In his 30-plus years of flying, Poe promises he hasn't lost a passenger yet.

Once in the air, Poe flies the plane upside down, on its side and in a loop. If you haven't used your airsick bag, he'll treat you to Newton's Folly — an aerobatic stunt where the plane goes nose over tail — in which you experience flight at a gravitational force of about 4Gs.

Lucky for me, that's just the ride I got and one that I'll brag about for the next week.

Feeling good about my ride with Poe, I definitely was ready for my flight on "Fat Albert." So ready that I dragged fellow Post Register reporter Rachel Cook along with me, despite her hesitation.

I told Rachel she could put on a parachute and she'd be fine. The good news for me is that she didn't panic when they didn't supply her one for the ride.

She did, however, secure a spot next to the window and Naval Aircrewman Richard Fenters so that she could have a play-by-play of the trip. She wasn't ready for any surprises.

And since I made her go, I took

■ The "Fat Albert" crew showed off the plane's capabilities

COASTER, Continued on Page A4



Robert Bower / rbower@postregister.com

**Stunt pilot Greg Poe and Post Register writer Joelyn Hansen demonstrate the Newton's Folly on Thursday.**

# Blue Angel pilots have plenty of support

■ The 45 members of the support team coordinate events, monitor the pilots' health and maintain and inspect the aircraft.

By RACHEL COOK  
rcook@postregister.com

At this weekend's Extreme Blue Thunder air show in Idaho Falls, Angels in the air will be covered by Angels on the

ground.

The U.S. Navy's seven Blue Angels planes and their pilots are backed by a support crew of 45. In addition to maintaining the aircraft, members of the support team coordinate events, monitor the crew members' health and keep watch while the planes are in the sky.

Angel airframer Nate Widner, whose responsibilities include maintaining the hydraulics, landing gear and flight controls on the Angels' F/A-18 Hornet jet fighters, said crew members

inspect the aircraft daily, checking the engines for debris that may have been collected during a flight. If anything is amiss, the crew stays as late and as long as it takes to fix it.

Widner takes pride in the fact the Angels have never canceled a show because of a maintenance problem.

"It's always been my goal to be part of the Blue Angels," Widner said. "The teamwork is amazing."

Flight surgeon Johanna Valentine said learning she'd

"made the team" was an exhilarating moment.

"When you're a finalist, you have to call into the Boss (flight leader)," she said. "It's very exciting, because if you did make it, the whole team is in there to congratulate you over the phone."

Valentine monitors crew members' health with regular physical exams and provides medical care when needed.

■ Valentine said the team becomes a home away from home

SUPPORT, Continued on Page A4

# SEC settles Palmer lawsuit

■ The Idaho Falls businessman must repay investors and retrieve church contributions.

By EMMA BREYSSE  
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Federal regulators and a local businessman reached their first settlement this week over an alleged financial scam that reportedly defrauded 57 eastern Idaho residents of more than \$68 million.

This appears to be the first time that Daren Palmer, the former owner of Trigon Group Inc., has personally agreed to repay Trigon investors a set amount, though a court-appointed receiver has been liquidating Palmer's assets for several months now.

Daren Palmer, who has been the subject of federal investigations for more than a year over allegations that he operated a Ponzi-type investment scheme, is now legally obligated to repay as much money as his assets will fetch.

Palmer also will be required to work with a court-appointed receiver to recover all of the contributions he and his ex-wife made to The Church of Jesus Christ of Latter-day Saints during a seven-year period beginning in 2000.

The settled lawsuit, filed by the federal Securities and Exchange Commission, is one of two filed against the Idaho Falls businessman. The other lawsuit, with the federal Commodities Exchange Regulation, remains open, and a criminal investigation by the FBI is ongoing.

To date, no criminal charges have been filed against Palmer.

"We believe that we have received from Mr. Palmer everything he is able to pay," SEC attorney Karen Martinez said. "In addition, we were able to secure Mr. Palmer's assistance in recovering the funds that remain."

On paper, Palmer and Trigon Group, his former company, must pay nearly \$90 million into the court's receivership to be repaid to his investors. That amount represents two separate judgments both for the total amount and the funds Palmer allegedly used for personal expenditures, plus accrued prejudgment interest. In reality, the amount that investors can expect to see is much smaller, said Wayne Klein, a forensic accountant charged with recovering the funds.

"We're going to everyone who got money and getting as much of it back as we can," he said. "But it isn't really feasible to get the entire sum."

Along with an estimated \$500,000 that may be available from the LDS church, Klein said he has retrieved about \$5,300 from Idaho Falls School District 91 and is involved in several lawsuits against investors who made a profit on their dealings with Trigon that could net several thousands more.

■ All recovered money will go toward repaying investors

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86 High / 54 Low

Today: Abundant sunshine. Forecast: A2

Drawing: Dylan Kaasa

**COASTER**

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the seat next to her on the right, in case she went into a panic. It was a seat I wasn't quite sure I wanted, especially when I saw Rachel readying her airsick bag.

Rachel managed to replace her "deer in the headlights" look with a smile before takeoff, but she did shout few choice words when the plane made a quick takeoff and everyone went weightless for about 20 seconds.

Yes, there were guys floating in the air.

Traveling at a high speed of about 360 miles per hour, the "Fat Albert" crew showed us the plane's capabilities as it inverted and then came in at a 25-degree angle for the landing.

Both flights provided memories that will forever bring a smile to my face.

Comment on this story on Post Talk at [www.postregister.com/posttalk/](http://www.postregister.com/posttalk/).

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**Flying his way to the top**

**■ An Idaho pilot has worked his way up the air show ranks.**

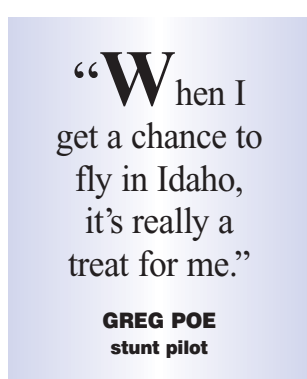
By **RACHEL COOK**  
rcook@postregister.com

Boise resident and stunt pilot Greg Poe can't remember a time when he didn't want to fly.

In 1974, at 19, he learned to fly and began doing aerobatics soon after as a student pilot. He started competing in aerobatic stunts about 20 years ago and worked his way through the air show ranks, crafting a business and a name for himself.

"I certainly had several lean years cutting my teeth and earning my stripes, but I hung in there," said Poe, who is performing at this weekend's Extreme Blue Thunder air show.

Poe started his performing career 15 years ago with a stunt plane to pay off and a reputation to build. He developed a career per-



**GREG POE**  
stunt pilot

forming stunts, including his nose-over-tail tumble, the Newton's Folly, across North and South America.

Now, Poe heads a four-person air show team and performs at 20 to 25 shows a year. He's also had a corporate sponsor for the past five seasons.

"I want people to realize that I put my heart and soul into what I do," Poe said.

Poe will fly his 3-year-old Fagen MX2 in today's show. The lightweight plane was custom-made for Poe and he said it "literally fits around (him) like a glove."

Poe said the Newton's Folly maneuver may appear to be the most dangerous part of his act, but some of his other moves require more precise piloting.

He said the torque roll, during which he stalls his plane at the top of steep climb and rolls out of the resulting fall, is one stunt where it is important to "thread the needle properly." During the stunt, Poe looks back over his shoulder, carefully judging his distance from the ground to choose when to repower his engine.

While Poe has enjoyed performing in Alaska and flying in temperate weather over volcanoes in El Salvador, he's happy to be in Idaho for an air show.

"This is the place that I want to fly the shows," he said. "When I get a chance to fly in Idaho, it's really a treat for me."

Comment on this story on Post Talk at [www.postregister.com/posttalk/](http://www.postregister.com/posttalk/).

**Relishing the rush**

**■ The F-16 Viper East Demo Team will showcase the jet's abilities.**

By **RACHEL COOK**  
rcook@postregister.com

When Air Force Maj. Ryan "Rider" Corrigan watched an F-16 jet demonstration in college, he wasn't only mesmerized by the plane's capabilities in the air, he was impressed by the teamwork that got the fighter jet off the ground.

"At the time I was a college baseball player," Corrigan said. "Just seeing all that come together, it was really cool and it translated to what I knew as a baseball player."

Today, Corrigan will trust that same spirit of cooperation at this weekend's Extreme Blue Thunder air show as he pilots a jet for the USAF's F-16 Viper East Demo Team. The display showcases the F-16's precision flying abilities in a roughly 15-minute show.

"Being the guy that actually gets to go out and do that is a humbling honor," Corrigan said.

While Corrigan decided he wanted to be a fighter pilot after seeing a show in college, flying was already

in his blood. His father flew F-16s for more than 20 years and his uncle piloted the jet for 15 years. After joining the Air Force, Corrigan worked as a flight instructor for the T-37 before he was selected to fly F-16s in 2004.

He speaks affectionately of the jet fighter, praising its abilities and its computer system's capacity to keep a pilot safe, comparing it to "a sports car that takes care of you."

"Out of all the airplanes that I've flown, it's really a pilot's dream because there's nothing that you can't do in this airplane," he said.

Before the demo, Corrigan relies on the crew to work with the air show coordinators, minimize distractions and keep him safe. He said he wants people to leave the show and feel that their own safety and that of the country is in good hands.

"Without a doubt, I hope ... the first thing that they note is the professionalism of the folks on the team," he said.

Rachel Cook can be reached at 542-6750. Comment on this story on Post Talk at [www.postregister.com/posttalk/](http://www.postregister.com/posttalk/).

**Stocks of Local Interest — Friday, July 23, Close**

Name	Open	Close	Range	Name	Open	Close	Range
AnhBsch Inbev	53.45	54.25	53.45/54.25	Lockheed Martin	74.38	73.95	73.90/74.83
Bldg Mtrls Hldg	N/A	0.00	N/A / N/A	Martin Marietta	85.32	87.11	85.00/87.29
Chevron Texaco	73.28	73.52	72.67/73.55	Micron Technlgy	8.49	8.48	8.34/8.61
ConAgra Foods	23.79	23.93	23.64/23.97	OfficeMax	13.68	14.41	13.48/14.45
Exxon Mobil	59.26	59.72	58.80/59.81	PepsiCo	64.05	64.45	64.05/64.75
Gnrl Dynamics	60.87	61.29	60.48/61.87	PerkinsElmer Inc	19.62	19.62	19.40/19.80
Gnrl Electric	15.21	15.71	15.03/15.85	Qwest Comm	5.62	5.64	5.58/5.64
H.J. Heinz	45.34	45.76	45.32/45.81	Sherwin-Williams	67.22	68.99	67.08/70.10
Home Depot	28.14	28.25	27.90/28.36	Union Pacific	72.66	73.90	72.55/74.33
IdaCorp	35.28	35.95	35.14/36.13	U.S. Bancorp	23.58	23.70	23.33/23.95
KeyCorp	7.95	8.03	7.75/8.08	Viacom	32.85	33.22	32.77/33.41
Kroger	20.31	20.80	20.30/20.84	Wal-Mart	50.91	51.67	50.90/51.81
				Wells Fargo	27.33	27.42	27.00/27.55

**SUPPORT**

From Page A1

Since the team is "pretty healthy," she also serves the Angels by staffing the radio with maintenance officers during a performance and giving the pilots feedback on their flying from the crowd's perspective.

Valentine said being on the road away from her family is taxing, but the team becomes a home away from home and the Angels "act as each other's family."

That includes a happy, relaxed atmosphere complete with family-style give-and-take.

Before a Thursday news conference, crew members on the tarmac were laughing and listening to music. Before a public appearance Friday, maintenance crew chief Jesus Kelly gently ribbed the pilots as he talked about repairing the jets.

"Every time a pilot breaks an engine, we've got to work on it," Kelly said, sneaking a smile at Angels pilot Maj. Chris Collins.

"The only time we break an engine is when a bird tries to commit suicide," Collins countered, drawing laughs from the audience.

Rachel Cook can be reached at 542-6750. Comment on this story on Post Talk at [www.postregister.com/posttalk/](http://www.postregister.com/posttalk/).

**PALMER**

From Page A1

As mandated by the settlement, all recovered money will go toward repaying investors. Still on the market is Palmer's partially completed Idaho Falls mansion, which was reportedly paid for with money Trigon took in from investors.

This week's settlement also stipulates that if Palmer has any assets he has hidden from the SEC, Klein has the right to seize and liquidate those upon their discovery.

"Certainly he's hidden money from us before this," Klein said. "But I do think we have to recognize that, unless we find some missing lottery tickets, we're not likely to recover anything like the full amount."

Klein said the provision concerning hidden assets was included in the settlement in part because of an incident shortly after the lawsuits were filed when Palmer attempted to cash in on an outstanding debt in violation of a court order that froze his assets. At the time, Klein also alleged that Palmer hid several assets from him, including several valuable pieces of jewelry and a vehicle.

LDS church spokes-

**"The church has a long-standing policy of not profiting from ill-gotten gains."**

**KIM FARAH**  
LDS church spokeswoman

woman Kim Farah confirmed Thursday that the church is in negotiations with Palmer and Klein to return any funds Klein can prove were obtained dishonestly, but declined to comment further.

"The church is evaluating a claim from the court-appointed receiver regarding contributions made by Daren Palmer," Farah said. "The church has a long-standing policy of not profiting from ill-gotten gains."

Efforts by the Post Register to reach both Palmer and his ex-wife, Michelle, who now lives in Washington state, were unsuccessful.

Emma Breysse can be reached at 542-6766. Comment on this story on Post Talk at [www.postregister.com/posttalk/](http://www.postregister.com/posttalk/).

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■ Idaho Falls Arts Council  
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