



# AEROTALK

## Manager's Desk

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In case you were away, early August came with several dry thunderstorms which left many fires in their wakes. Check out the number of still active TFR's. Before you go, make sure you are aware of what is going on. For example many airstrips have been closed by NOTAM, there was a temporary tower setup at McCall again and there is a lot of active fire fighting activity still underway.

Here at BOI, be aware of the taxiway work on Hotel, Foxtrot and Kilo. There is a new curve on Kilo at the intersection of Foxtrot. This is going to look really strange at night if you aren't familiar with the work going on. See *From the Right Seat* on page 4.

As the temperatures start cooling off, remember the technique you used to start your favorite plane on a 100° day will need to be adjusted for a 40° morning. Most likely the aircraft will require more priming to start successfully. If you have any questions or problems getting an aircraft started, seek help before you run down the battery.



## 'The Diamond DA 40' is for sale!

Don't panic! 7MZ is not leaving the club, but John Davis owner of N727MZ has expressed a desire to sell or take on a partner with 7MZ. He would definitely like to keep 7MZ in the club. So, if you have ever had a desire to own or be a part owner of a shiny white Lear jet but only a little smaller, then this could be your plane. Equipped with a Garmin G1000, the Diamond will take you to your destination in style. N727MZ is a 2004 Diamond DA40 that is kept in a hangar. This airplane gets a monthly grooming by professionals to keep it white shiny and new looking.

The first few months of operation in the club have shown this aircraft to be very popular and it has been flying a lot.

With a useful load of 798 pounds and 720nm range, this is a very comfortable cross country plane with excellent visibility and reasonable speed. Plan a TAS of 130 for this 180 hp aircraft. For more details check out our website [www.ponderosaaero.org](http://www.ponderosaaero.org)

For more details contact William.



### Tidbits!

- Check out our new calendar of events on the back page
- IAA Events <http://idahoaviation.com/>
- ITD Events <http://itd.idaho.gov/aero/Events/01-30-08calendar.htm>

## *New Members*

**Dallin Stringhan:** My name is Dallin and I got into aviation in 3rd grade by picking up an old aviation encyclopedia. I then considered taking flight training. I am 11 years old, so I am training at Ponderosa Aero Club on weekends while I am in school. I can solo at 16, and then plan to earn my private pilot license by 17 years old.

**Jack Fields:** I'm from Ontario, Oregon. I learned to fly in the Navy, training in the T-28C Trojan, T-2C Buckeye, and TA-4. I received my Navy wings in 1985 and was assigned to fly the Grumman F-14 Tomcat. I flew the F-14, F-16 and A-4 in active duty. I flew for the Idaho Air National Guard flying the F-4G Wild Weasel and A-10. My current day job is flying for UPS. I have a wife, Tish, and two sons, Luke who flies Ospreys for United States Marine Corps, and Chase who is a mechanical engineer.

**DuWaine Emmons:** Hello, I am a 1,700-hr commercial pilot with an instrument, single engine land and sea-plane certificates and a tail-wheel endorsement. I have been fortunate to own a C-172, C-182, T-182, 7GCBC and currently own a 8GCBC Scout. I fly a T-182T with a G-1000 panel as a contract pilot. Other planes that I have a fair amount of time in are: a Decathlon, Piper Arrow, Cherokee, Dakota and Super Cub. A Maule M-7 235 on floats, Mooney M-20C, 201 and a RV-10. Flying the backcountry and in the Owyhee's are my favorite places to go in the area. I believe you should never stop training and learning. I've joined Ponderosa to earn my CFI and probably a CFII.

## *Solos, Certificates and Accomplishments*

**Kyle Green**, who works with SP Aircraft and assists at Ponderosa, is surrounded by instructors and airplanes. He saw dollar signs in his head but his internal fortitude told him stop worrying about money and finish up his ratings. So, he trained with David Moler and earned his instrument rating on August 10th. The accomplishment feels so good that he scheduled his first commercial training flight right away. Greg Herbert was his DPE.

Congratulations to **Sara Ballantyne** for soloing today, August 14th, in Caldwell. She started flight training this summer while on break before starting college in Boston for an aeronautical engineering degree. She solo'd, came back to Boise, and Rick Reiersen cut her shirt tail. She'll drive off to the east coast with a huge smile on her face!

**Matt Martinez** is a F-15 E Strike Eagle Wizzo at Mountain Home Air Force Base who they call "Dos". He joined Ponderosa Aero Club to earn a private pilot license with David Moler. We don't know where his certificate will take him, but we do know he is leaving on Saturday for Pensacola, Florida where he will become a whiz at teaching others in his squadron. Matt passed his checkride on August 31st with DPE Greg Herbert.

### **Did You Know??**

In 1938, Douglas Corrigan flew from Long Beach to New York, and filed a flight plan to return to Long Beach, but instead flew to Ireland - earning him the nickname "Wrong Way" Corrigan. Corrigan had been denied permission to make a nonstop flight from New York to Ireland, and he blamed his directional "mistake" on a navigational error, caused by heavy cloud cover that obscured landmarks and low-light conditions, causing him to misread his compass.

## Monthly Safety Tutorials

WEDNESDAY, SEPTEMBER 16th

**Ralph Sutherlin, AME**

6:00 pm at the Ponderosa Hangar

Changing the Paradigm of Flight Medicine from reactive medicine to Preventive Medicine

Would you fly in a neglected aircraft? Would you fly in a plane that is overdue it's annual or requiring a major overhaul? Would you add poor quality fuel or oil to your plane? Why then do we overlook the basics of our health or rely on a flight physical every 1, 2 or 3 years to give us assurance that our health is perfect to fly?



During this interactive health briefing, Dr. Ralph Sutherlin, flight surgeon with the US Air Force for over 20 years and current State Air Surgeon for the Idaho Air Guard, will provide insight in pilot's health and the need for self accountability and focus on prevention and healthy habits to ensure a long, healthy and safe flying experience.

**ALL PILOTS, AVIATION ENTHUSIASTS AND YOUR FRIENDS ARE WELCOME TO ATTEND THESE PRESENTATIONS!**

## FIRC - Flight Instructor Refresher Course

Ponderosa Aero Club in Boise, Idaho is hosting the Treasure Valley 2-day FIRC – Flight Instructor Refresher Course on **Friday, October 9 thru Saturday, October 10th, 2015** at the Boise Airport. Ponderosa will hold the FIRC in the hangar next door like they have for the last two years. This hangar houses two Hawker Hunters and a provost jet, one which has original steam gauges and the other a glass panel. Ponderosa is located on the south side of Gowen Field next to Life Flight. You are welcome to drive over or taxi in. Ponderosa will provide a tie down for your plane for the duration of the clinic. Ponderosa hosts two FIRC classes per year, in February and October, usually on the second weekend. .

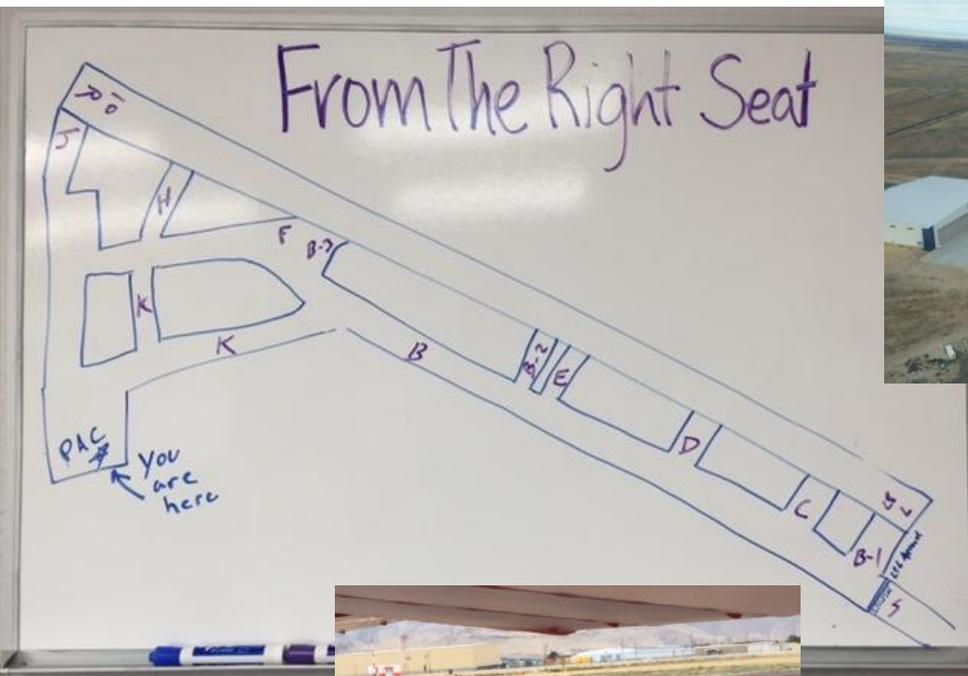
William Foote, current Manager of Ponderosa Aero Club and Chief Instructor of SP Aircraft, LLC (who also shares the hangars) is the Chief Instructor designated for this Idaho FIRC. Ponderosa's staff invites speakers and mentors who are experts on their topic and many who donate their time to talk about their passion providing for a more interesting clinic. The class schedule meets the minimum requirements for a 16-hour FIRC and covers all lesson objectives required by the FAA. This clinic will also serve as a safety seminar and will qualify for WINGS credit.



If your certification is due to expire, sign up now online on the Ponderosa Aero Club website at [www.PonderosaAero.org](http://www.PonderosaAero.org), [this link](#), or simply give them a call at (208) 344-5401. You don't have to be a CFI, certified pilots and students are also welcome. Spaces are available on a first-come, first-served basis. The cost of the class is \$125 and includes all class materials, 2 meals per day, continuous snacks and beverages, and breaks to keep the pilots alert. You will leave Saturday night with your Graduation Certificate or Completion Certificate and you can check that "to-do" off your list!

## *From the Right Seat...by David Moler*

Greetings from The Right Seat. I thought I would take some time this month to point out a few things that have changed on the south side of the Boise Airport. We all managed to pull through a slightly aggravating month of August sharing (more like giving) the south runway to the F-15s from Mountain Home AFB. While it made our ops a little more challenging it was pretty impressive to see all of them parked out there on the ramp. But, quicker than you can make a wing drop in 28G, after they left, there was another surprise for us. Construction has begun on taxiway Kilo. This one looks like it is going to last a little while. How do I know? Because they took the time to paint a new taxi line around the construction on Kilo. So when taking Kilo to Bravo watch the yellow line and follow it. It does seem to meander a little but it will keep you out of the construction and clear of the row of SP Aircraft. Of a slightly more permanent nature there have been some changes to some of the other taxiways. Who can tell me where taxiway Bravo 3 is? Bravo 3 is now what used to be Bravo 2. Bravo 2 has been moved down to where Bravo 1 used to be and Bravo 1 is now all the way down at the approach end of 28L. Keep this in mind when landing 28L or 10R and ATC gives you runway exit instructions. Also be aware when taxiing to 28L via Bravo if you are asleep at the rudders and miss the turn to Bravo 1 you will find yourself on the new taxi way Sierra which starts off with a nice pretty hold short markings for the 28L approach area. It will most definitely be a runway incursion for you if you miss your turn and cross that line so keep your head up and eyes outside where they belong while taxiing.



## *F-15s Have Gone Back to Mountain Home AFB*

*Now that was a fun two weeks! Having the F-15 Strike Eagles visit from Mountain Home Air Force Base, that is. Navigating around to the north runway and waiting for many multiple aircraft (commercial, corporate, fire fighter, and general aviation aircraft...everything including the military planes) to take off before you got your turn while your engine continued to get hotter, was not. Sometimes the military jet had to wait for us, and that was amusing. The worst of our fire season hit exactly during the two weeks the F-15s were here. How's that for timing? But the Air Force pilots,*



*wizzos, and ground crew were especially appreciative that they were able to operate at BOI. Many would have been transplanted away from their families if they couldn't continue training at Boise when Mountain Home Air Force Base was under construction. The staff at Ponderosa heard words of appreciation over and over. Then to prove it, they invited Ponderosa members, family and friends to the Air National Guard Base to view the F-15's up close and personal. Our own, Lt. Colonel Jason "Splash" Roberts, Director of Operations of the 428th Fighter Squadron, and his colleague Lt. Colonel*

*Dominic "Face" Chiapusio, Squadron Commander of the 428th Fighter Squadron, and several Singaporean pilots, wizzos and ground personnel who stayed late to provide the private viewing, answered numerous questions from the 56 pilots and members who attended, and even allowing the kids to sit in the cockpit. While we couldn't take photos of the cockpits, many other photos were taken. This was one of our most popular events, proving that the common bond between civilian pilots, military pilots, and enthusiasts, is flying and our love of aviation.*



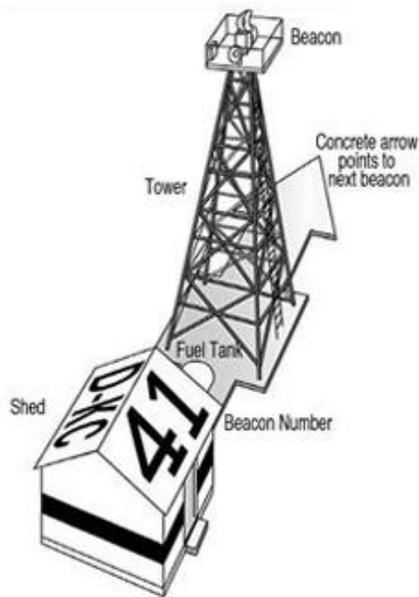
## *Boise, Idaho: The Birthplace of US Air Mail*

More than 100 years ago, pilots had to trust a compass and their own bearings to navigate long distances — there was no such thing as GPS. At night or during bad weather, air travel was almost impossible due to poor visibility.

The U.S. Postal Service was severely affected by this, as there would often be large delays in deliveries if flying conditions were not suitable. One of the first attempts at overcoming this dilemma was to light bonfires that would mark routes to various destinations.

Unsurprisingly, this proved to be rather impractical, as a lot of time, effort and money was required each time an aircraft required them. Learning from this, the government then decided on the construction of several large and illuminated concrete arrows along popular aviation routes,

which directed pilots to cities in America.



This development was named the Transcontinental Airway System, and it resulted in the construction of 1,500 concrete arrows across the country, outlining 18,000 miles of delivery routes. The arrows were 70 feet long and painted bright yellow to ensure maximum visibility.

That's because of the radio. It was now the main form of communication, meaning that pilots were no longer alone while flying from one place to another. Radio and radar navigation meant that the Transcontinental Airway System became unnecessary, and eventually the beacons were removed.

Most of the towers were dismantled and recycled to aid the war effort, however a preservation program called Passport in Time was able to save three beacons, where the metal structures and generator huts are still intact.

The arrows, on the other hand, were not removed by the government. They were abandoned, with most of them losing their bright yellow coating of paint and their sharp edges due to yearly winter freezes.

Several of them are still stumbled upon by those trekking the American outback, and various travelers have set out to try and find them all. Some fanatics have even chartered private jets to follow the arrows as far as possible before the trail runs to an end.



## *Boise, Idaho: The Birthplace of US Air Mail...cont.*

Many of them have been removed so that the area they covered could be built upon, but other landowners have decided to keep them as a homage to history.

In 1926 Boise became the home of the first privately contracted air mail service in the United States. For more information:



<http://www.boiseartsandhistory.org/blog/2013/05/14/boise-idaho-the-birthplace-of-air-mail>



The landmark to the left can be found approx 6 miles south west of the Boise Airport and north of the I-84 at:

43° 30' 12.36 N, 116° 07' 40.24 W

Elevation 3370'

The arrow on the right has been painted orange and is easier to see from the air. It is 19 miles south west of the airport also north of Hwy I-84:

43° 21' 57.26 N, 115° 57' 24.04 W

Elevation 3378'



## *After the Annual Plane Wash and BBQ*

If you have been out flying over the past few days during our fifth season (aka those lazy hazy smoky days between summer and fall) you should have noticed at least one clean airplane. For that you can thank Jim Parish, John Reid, Rayburn Short, Wade Douglas, Steve and Lori Bower, Pete Bair, Ben Zuckerman, Hunter Hodges and Bill Baggenstoss, William Foote, Sharki Kontra, and special thanks to Greg Neu for organizing the event.

Extra kudos go out to Barney Redlich who sent his carpet cleaning rig out, aptly manned by Chris, to spiff up the carpets and seats. From a casual observation during the activities it is pretty safe to say all participants enjoyed the aircraft rub-a-dub-dubbing as well as the post wash feast on barbecued burgers and dogs (grilled to perfection by William) plus assorted goodies. Uumm-uum!

Now don't you wish you had been there? No problem cause will be doing it again next summer. We'll see you then.



## *Idaho Aviation Safety Standdown*

**Greetings from the Idaho Division of Aeronautics!**

Click on this [link](https://www.youtube.com/watch?v=OMO_QJPLvHE) to enjoy highlights from last year's event: [https://www.youtube.com/watch?v=OMO\\_QJPLvHE](https://www.youtube.com/watch?v=OMO_QJPLvHE)

On Friday, September 11th we will be offering an exciting day of aviation safety training at the Riverside Hotel in Boise, Idaho.

The attached flyer offers further details. Please feel free to print copies to share with your employees, friends, and coworkers.

Ask any members and pilots who attended last year, it was a great event with a host of fantastic speakers.

And the event is FREE!



**FREE – Limited to 250 – Reserve your seat now!**

National experts to present on multiple aviation safety topics

**September 11, 2015 8:00 am - 4:30 pm**

Riverside Hotel in Boise, ID • Free continental breakfast 7:30 am

### **Presenting**

**The Honorable Earl F. Weener - NTSB Board Member**

**Amy Hoover - Ph.D. Education, CWU Professor, CFI and Backcountry Pilot**

**Rich Stowell - The Spin Doctor, Aerodynamics and Unusual Attitude Guru.**

**Just to name a few. We will also have a couple of Raffles!**

This is Idaho's annual Aviation Safety Standdown—originated by the military and modeled after Bombardier. This FREE seminar is sponsored by the Idaho Division of Aeronautics.

# Learn + Apply + Share



**Please RSVP to Idaho Division of Aeronautics at**

**208-334-8775, or email:**

**[Idaho.Aeronautics@itd.idaho.gov](mailto:Idaho.Aeronautics@itd.idaho.gov)**

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<http://www.ponderosaaero.org>

<http://www.myfbo.com/poac>

<http://www.facebook.com/pages/Ponderosa-Aero-Club-Inc/104001579637779>

## Calendar of Events

### 2015 EVENTS:

Social Meeting - Wed, Sept 2

Safety Tutorial - Wed, Sept 16

We're keeping the events to a minimum this month since kids are back in school and members are focusing on their families.

Social Committee Meeting - first Wednesday of each month at 6:00 pm



Fly Safe, Have Fun!

## Win a Cessna 172...RAFFLE

Get in on the Big Creek Lodge Cessna 172 Raffle!

**For \$50, you could become the proud owner of a classic—a nicely restored 1960 Cessna 172A.** All it takes is for you to buy one or more “Win a 172” Raffle Tickets and wait for the winner to be announced in June, 2016 (or earlier, if all tickets are sold before then). Help support the Idaho Aviation Foundation’s project to rebuild historic Big Creek Lodge in Idaho’s beautiful backcountry. Details on the plane and terms and conditions can be found [here](#). Or Google “Big Creek Cessna 172 Raffle”.

### AIRCRAFT INFORMATION:

Details: 33TPanelweb

Serial Number 46933;  
N7333T

145HP Continental O-300

5,363 TTAF, 820 SMOH

Beautiful Leather Interior

Attractive VFR Panel; Icom

Radio

PS Engineering Intercom

Narco Transponder

Vertical Card Compass

Dual Side Push to Talk/Radio

One Piece Windshield

Average Paint

Flies straight and level hands off

Annual complied with June 2015

Fuel efficient: 8.5gph

