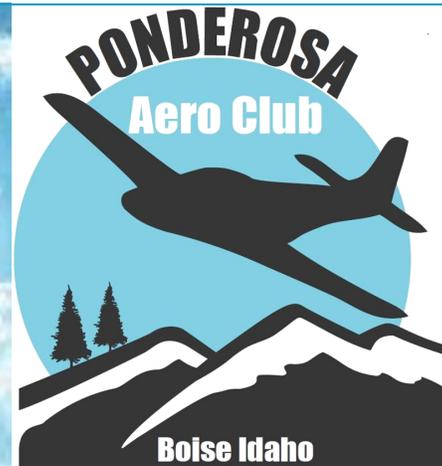


# AeroTalk!



April 2017

Est 1974

Volume 1, Issue 4

## Manager's Message

Welcome again from the manager's desk. March has come and gone and spring is starting to bud. Many of you may have to brush up on your skills that perhaps went dormant this blustery winter. The staff and I are looking forward to seeing those of you who couldn't get out and fly. We have 10 staff who are available at various times to help you get current. For those of you who have been around for a while, along with any new members, I'd like to welcome back CFII Steve Bower who instructed in our club several years ago.

As far as the aircraft go, all the planes that were in line to get a new engine are completed. And now, the owner of Piper 4906J, SP Aircraft, has decided to overhaul the Arrow's engine. All aircraft should be repaired and ready for spring and summer flying.

Some of the aircraft owners have informed me that members/students have been forgetting shut down and securing tasks, leaving the aircraft messy for the next pilot. Below is a list of comments I've received. Please consider this list before your next flight:



~Oil bags - DO NOT PUT THE DIRTY OIL BOTTLE, FUNNEL OR RAGS BACK IN BAG!! Please read the instructions on the outside of the bag and throw the dirty items in one of receptacles by the shade hanger before your flight. Oil is difficult to clean up inside the plane.

~SQUAWK any issues you find with your plane on MyFBO, or at least leave a note on my desk so no one flies the plane before maintenance or I have a chance to look at it.

~Make sure if the airplane has sun visors to put them back in when you're done. The sun is shining more and the blankets have been put away in storage, but the heater plugs will be used until the night time temp is a little warmer.

~If the plane has a pitot cover, put it back on after every flight.

~Re-buckle seatbelts, front and back.

~Take your note paper, trash, personal belongings out of the plane and take them home with you.

~If you return late make sure there is staff around to park the plane. If not park the aircraft in a tiedown, securing the aircraft is your responsibility and you are responsible for any damage that may happen to an unsecured aircraft.

~Our staff try and maintain the aircraft, but we don't look inside the aircraft after every flight. Some members need a friendly reminder to pick up after themselves. Take your time, don't get in a rush, and when your done flying try to leave the airplane in better shape than you found it. If you find an aircraft is dirty when you preflight and you can't pick up the trash yourself, let a staff member know so that it can be taken care of right away. It saves the club money when we all do our part plus a little bit more.

*cont.*

## Inside this issue:

Manager's Desk	1
Pilot Accomplishments in March	2
Board of Directors Nominees	3
Upcoming Events	8
Proxy Ballot	9
Just-in-Time Advice from the Right Seat	10
Pilot's License To Learn Q&A	10
Ace Academy	11
Answers to Pilot's License To Learn Q&A	12

## Manager's Message...cont.

On pages 5-8 you will find the bios and photos for the active members in good standing who are interested in being elected for a Board of Director position. Please try and attend the Annual Meeting on Wednesday, April 19<sup>th</sup>. Note that enough people will be scrambling to get their taxes done and postmarked on Tuesday night (Tax Day was moved to a later date this year) so we are honoring their request and moving the Annual Meeting to the day after, Wednesday, April 19<sup>th</sup>. We need everyone to vote! If you cannot vote in person then please complete the Proxy Ballet on page 8 and return it to me. It can be hand delivered, mailed, emailed, or texted (take a photo and text it to me at 208-421-4290. Your proxy ballet needs to be to me prior to April 19<sup>th</sup>.

After the Meeting, please stay and participate in Rick Reier's Backcountry Ground School.

The Ponderosa Annual Warm Spring Camping Trip is scheduled for Friday, July 7 thru Sunday, July 9<sup>th</sup>. Please mark your calendar.

For those of you who attended March's Safety Tutorial, Thank You! It is very important to the speakers that people show up. We have some interesting topics and speakers lined up and it's important that the members, instructors and board members attend and show appreciation.

Thanks again for all of your support and participation in the club already this year. We are looking forward to more in the weeks to come!

*Brett Boesiger*

## Pilot Accomplishments in March

**Philip Bouiss** passed his Instrument checkride in our PA28-181 N2171Y on 3/8/2017. Phil's examiner was Scott Curtis and his instructor was Rick Reier.



**Steve Jacobson** has been working hard battling the haze, fog, low clouds, and Boise's winter weather so when the time came he rocked his first solo!! CFI Justin Perkins is his instructor. Nice job Steve!!



In the history of student achievements over the last 6 years, **Jake Flood** appears to have earned his private pilot license in the shortest length of time (not necessarily least flight hours). Jake is a young product of video gaming and a home flight simulator system. If anyone has doubts about what video games will do to a kid, Jake has proven they can be put to good use. Congratulations to Jake who became a private pilot on Saturday, March 19<sup>th</sup>! Jake trained with CFI Justin Perkins, CFI Adam Troutman and did his checkride with DPE Scott Curtis.

**CFII Jamie Boesiger** added another class of aircraft to her impressive pilot bag of achievements. Jamie added airplane multi-engine land privileges to her commercial certificate. She trained with MEI Rick Reier in Ponderosa's Piper Seneca III, and passed her checkride with DPE Scott Curtis on Tuesday, March 21<sup>st</sup>. She wants to enjoy flying the twin engines around a while before she earns her MEI, but it won't be long because Jamie isn't known to "stop and wait there".



## Annual Meeting and Board of Directors Election

At the **Annual Meeting on Wednesday, April 19th, 2017**, our club members will elect the **2017-2018 Ponderosa Aero Club Board of Directors**.

A fellow pilot has offered to let us use his facility for our meeting at **Independence Indoor Shooting Range, 2749 E Gala Court, Meridian**. The Ponderosa / SP Aircraft hangar will not be available during the election.

The current board of directors has proposed an amendment to the current by-laws so please read the ballet carefully before voting. Everyone needs to vote in person or by proxy to meet the by-law quorum requirement.

After the election **Rick Reiersen will present his Backcountry Ground School**. If you plan on doing back country flying this year in a club aircraft, this ground school is required. If you aren't inclined to aviate to the back country strips it is still highly recommended that you stay for the session. After all, flying in Idaho means eventually flying over and around the mountains. Idaho is known for its numerous airstrips in high terrain, density altitude and leaning properly, along with mountain waves and towering cumulonimbus clouds that tend to build in the afternoons in Idaho. The backcountry ground school is free to members on this night only, so take advantage of the opportunity.

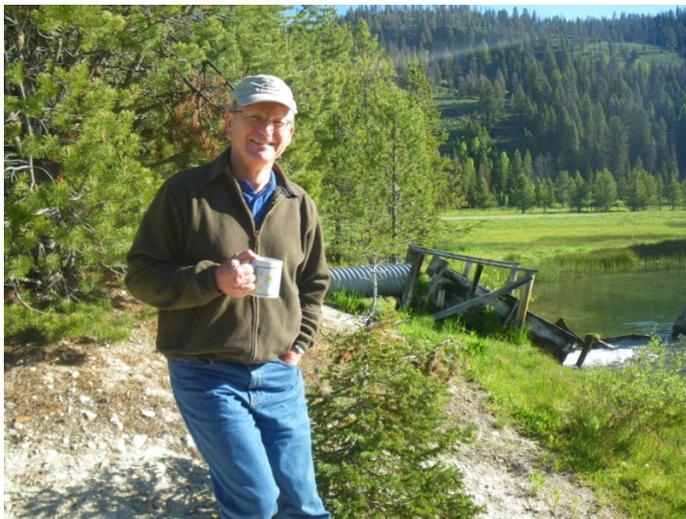
Any active member in good standing may run for a board member position. The Board is comprised of up to seven members. Once elected, the board members meet in the training room upstairs for 60-90 minutes on a selected day of the month. Lunch is provided. It's a great way to get involved and collaborate ideas regarding the direction of the club, membership and aircraft resources. The nominees are published in this month's, and again in the April newsletter. Club management truly appreciates your interest in running for a position. Member involvement is what makes this club run most effectively. Every year's election brings with it fresh board members with new ideas, experiences and enthusiasm.

Send your proxy ballet to Brett - 208-344-5401, [manager@ponderosaaero.org](mailto:manager@ponderosaaero.org) or Sharki - 714-609-4233, [acesharki@gmail.com](mailto:acesharki@gmail.com)

*Following are the nominees that Ponderosa Aero Club has received so far. It's not too late to submit your bio and photo if you wish to be elected for the 2017 - 2018 Board of Directors.*

### **Reed Disney**

Reed Disney joined Ponderosa Aero Club in 1999 to learn to fly. Balancing work, family, and training he took his time and earned his PPL in July of 2001 in Cessna 28G, and has been an active member ever since. He has endorsements for high performance and complex retractable and currently enjoys flying the Arrows. Reed has over 15 years of experience in the business of operating critical IT infrastructure, networking, and Internet services to clients in the US and internationally. Reed offers significant business experience with fiduciary responsibility, team leadership, and a passion for aviation. His vision as a Ponderosa Board Member is to keep the club thriving with leadership that brings great pilots together with well-maintained airplanes.



## Board of Directors Nominees...cont.

### **Cheryl McCord**

I would like to become a Ponderosa Aero Club board member to help build upon the success of the Club and its members. Ponderosa Aero Club is a great place to experience flying because of an atmosphere that encourages continued learning with a fun and safe approach. I have been a member for three years. I have enjoyed the support and camaraderie of the management team and club members while earning my private pilot certificate and participating in many club activities.

My work experience includes 25 years with Hewlett Packard. I managed spending for an operations team of 2,000 people in over 50 countries. Currently I work with a sales team negotiating print services contracts. I founded and managed the Kuna Farmers Market. I managed our family dairy before obtaining Accounting and MBA degrees from BSU.

I volunteer at aviation events including Fly It Forward, The Art and Science of Flying, BSU STEM Day, and Ponderosa's Annual Warm Springs airstrip maintenance. I am also involved in the 99s organization of women pilots and the Idaho Aviation Association.

My husband Bill and I own a Cessna 185. We enjoy flying to the Idaho backcountry and visiting family in Moscow, Portland, Seattle, Denver, and as far away as Traverse City, Michigan.

With my business background and enthusiasm for flying, I believe I could make a significant contribution to the Ponderosa board.



### **Gail Frasier**

If you're an old time member of Ponderosa Aero Club, you know me. If you're new to the Club in the last five years, let me introduce myself. My name is Gail Frasier. I started flying in 1976 when I was working at Western Sky Aviation in Hailey, Idaho, the airport that serves Sun Valley. That was the name of the FBO there before it became Sun Valley Aviation and then Atlantic Aviation. I received my private pilot's license in 1976. It was an amazing aviation time, and I got to fly and fly in a lot of various types of aircraft and met a lot of the Idaho pilot legends. At that point I was completely besotted with aviation and made it my world. I took a break in the 80's to raise two children, but jumped back in around 1990, when I got my instrument, commercial, and CFI ratings. While working on my CFI, I found Ponderosa



Aero Club, got my CFI there in a week, started instructing in Hailey, but six months later I packed up kids and all, and we moved to Boise where I went to work as a full time instructor for Ponderosa. I did that for five years, at which point I received the honor of being asked to be Manager of the Club, which I did for 15 years from 1996 to 2011. I met my husband Jon Frasier here, as he had been maintaining the Club aircraft since 1982. We made a good team for the Club! PAC was my baby for those years; not so much a job as a 24/7 labor of love. I knew Pat Peterson, the founding father of the Club, and almost all of the managers after that, so I always felt it was my job to carry the torch for those who came before me; make changes as the times dictate, but keep the solid foundation that made PAC a success for all those years. I would love to be involved with the Club again, to bring the historical perspective to the table, and my years of experience with Ponderosa. If you will allow, I would like to serve the Club again as a Board Member.

## Board of Directors Nominees...cont.

### **Travis Shelton**

I have been a PAC member since December 2016, training with CFII Jamie Boesiger and earned my private pilot license in November 2017. Since I'm not quite as fortunate as those who fly for a living, I have a "real job" as a construction Project Manager. I received my Construction Management Degree with a Minor in Business from Boise State University in 2004 and worked my way up through the ranks from a laborer to project engineer to project manager. I currently manage projects of all sizes and complexity ranging from \$300,000.00 cast in place pipeline replacements to \$50M+ new Hydroelectric Power Plants. Doing this type of work requires me to be a leader within my organization and be highly self-motivated in order to take projects from early inception and drive them through to completion. I work directly with corporate leaders of large companies as well as hand in hand with my laborer crews. I have never been afraid of a hard day's work. To be a successful project manager you have to have excellent communication, organization, planning & scheduling skills, as well as the ability to work well with groups or on your own.



In my short time with Ponderosa Aero Club I've noticed that we have a very well run club, it functions with more precision than many "for profit" businesses that I've come across in my career. I also understand that there is always room for improvement and the need to continually evolve in order to stay competitive in our marketplace. If elected I would enjoy getting to know more club members, understand concerns, and help the board to adjust current processes or install new one in order to provide an even more enjoyable guest experience for all our members.

### **Michelle Tonnessen**

I began flying after college because of my families passion of aviation. My father was a pilot in the air national guard flying KC 135's, my two older brothers have followed in his foot steps. I pursued a different path and went to college at The Ohio State University where I majored in strategic communication and played four years of division one women's ice hockey. After my first flight with a instructor after college I fell in love with flying. While working on my private pilot



license in Ohio I began working for The North Face. After earning my private I moved to Boulder, CO with The North Face where I began my instrument rating. While in the process I was offered the store manager position in Boise. Once settled in, I found Ponderosa Aero Club and continued my instrument training. I currently possess my private pilot license, instrument rating and am building hours to work on my commercial license. I hope to one day fly professionally. In addition to aviation I also enjoy ice hockey, backpacking, hunting, fishing, running, beer and the outdoors. As a potential board member I feel I would influence Ponderosa positively by bringing a different perspective with my unique background and career goals.

## Board of Directors Nominees...cont.

### **Tom Mahoney**

Tom Mahoney has been a Ponderosa Aero Club member for over 15 years and served on our board for several of those years. Tom was such an asset to Ponderosa Aero Club and the board that he has been asked by his peers to come back and serve on the board again if elected.

Tom is a CFII and is rated in single engine aircraft, multi-engine aircraft, and gliders. He was a part owner of our club's previous Cessna 182 N3549Y and is a proficient Cessna 172 tailwheel pilot (aka Frankenhawk), which he flies in the Idaho Backcountry often. A retired USAF Weapon Systems Officer, Tom enjoys the reward of raising his two boys with his physician wife, Valerie and working with a venture capital group.



### **Hunter Hodges (incumbent)**

Hunter moved to Idaho from Alabama at the beginning of 2013 and joined Ponderosa Aero Club shortly thereafter. He earned a private pilot license in 2010 after being exposed to general aviation for many years by family members and friends. He holds high performance, complex, and tailwheel endorsements, and hopes to achieve instrument and commercial ratings in the coming years. One of his favorite flying destinations is the Idaho backcountry where he is checked out at several airstrips and has many more on the list. His wife Shelley enjoys riding right seat, and always brings her camera to document the adventure. Other hobbies include skiing, hiking, camping, fishing, whitewater kayaking, and mountain biking. Hunter is a project manager for a local structural engineering firm and is a licensed professional and structural engineer, with current projects in Idaho and several other states, as well as a couple other countries.



"I would like to serve the club in the director role. I would share my managerial experience and knowledge from my career with the other directors in an effort to continue the success of the club. I value the opportunity Ponderosa Aero Club offers to many pilots like myself, and desire to learn more about the background process and operations that make it all possible".

### **Cam Echanis (incumbent)**

I would like to be considered for re-election to the Ponderosa Aero Club Board of Directors. I received my private pilot's license in Feb, 2013. Like many others, I am addicted to the aviation industry and enjoy continuing aviation education. In lieu of reading books, I know find myself engulfed in reading Flight Training, Plane & Pilot, Flying and AOPA Pilot magazines.

As the owner of a commercial concrete placement company, I feel my small business experience is a value to the leadership of Ponderosa. I am also the owner of a Cessna 172 trainer in the club, N4427R; therefore have a vested interest in maintaining the success of this outstanding organization.



## Board of Directors Nominees...cont.

### **Gil Kirkpatrick**

My mom (who is 95 years old this year) tells me I've loved airplanes since I was 2 years old. I would take the clothespins she gave me to play with and make them into little airplanes that I would zoom around the playpen. It wasn't until I was in my 20s that I started flying gliders in 1980 in Warrenton, VA. After a brief flying hiatus, I got my private glider certificate and later worked weekends as a commercial pilot and CFI-G at the Plymouth, MA airport during the 80's and 90's. After getting married and moving to Phoenix, AZ in 1994, I got my SEL certificate flying Cessnas out of Sky Harbor. I raced gliders cross country from the Sonoran Desert all the way up to the Grand Canyon, and I was President of the Arizona Soaring Association for a while. My wife and I (now with three kids) moved to Australia in 2009 where I flew LSAs and ultralights, and also served as the Vice President of the South Coast Recreational Flying Club based at Jasper's Brush, NSW. We moved here to Boise last year, in part because I'm really interested in back-country bush flying. Somewhere out there is a Husky with my name on it!

Personally, Kiry and I have been married for 25 years this year, and have three children. Molly and Scott are attending the University of Wollongong in Australia, and my youngest, Ryan, is a junior here at Boise High School. Molly has her Australian LSA license.

Professionally, I'm a software guy specializing in network security, identity, and access control. I've been involved with small software startups most of my career, and I'm currently the Chief Technology Officer for an Australian software company based in Melbourne. If I'm not working out of my home office, I'm usually travelling somewhere.

I love flying (of which I don't do enough), and I love introducing people to flight, particularly older kids and teens. I'm eager to join the Board to help create ways to get more people flying more often. For me, that's the measure of success for any flying club.

### **Val Rivers (incumbent)**

Val is a native of Boise and has made his mark on the city as a local business man having spent 22 years with Albertson's and since 1996 has owned Val's Chevron on Overland and Cloverdale. Val and his son Jordan learned to fly with Ponderosa Aero Club together and have been active members for 5 years. Val is very enthusiastic and volunteers at many Ponderosa events. When he's not working or flying, Val hangs out at Ponderosa so he can stay in touch with every day activities.

### **Nick Hough (incumbent)**

Nick has been a PAC member since 2012 and began serving on the Board of Directors in the 2014/2015 and 2016/2017 term. He owns and operates a web development company, Port One Five, in downtown Boise. Prior to moving back to Boise in 2006, Nick served a 5 year tour with the United States Marine Corps, where he was a Sergeant, Shop Supervisor and Aviation Electrician on the EA-6B Prowler.

"My tour with the Marine Corps taught me a great deal about leadership. I feel confident that my contributions to the Board have been an asset and I hope to continue that in the coming term."



## Board of Directors Nominees...cont.

The current Board of Directors has presented a proposal to Ponderosa Aero Club members to be voted on during this election which would amend the by-laws. The by-laws are the legal document that has governed and guided our not-for profit corporation since it was founded in 1974. The amendment would change the board of directors' nominations so that instead seven directors being elected every year, only three seats would become available on odd years, and four seats would become available on even years. As the current by-laws stand, all seven seats are up for election. There is no proposal or amendment to the limit of years that a member can hold a seat on the board of directors. Below are this year's nominees:



**Reed Disney**  
**Cheryl McCord**  
**Gail Frasier**  
**Travis Shelton**

**Michelle Tonnessen**  
**Tom Mahoney**  
**Gil Kirkpatrick**

**Hunter Hodges (incumbent)**  
**Cam Echanis (incumbent)**  
**Val Rivers (incumbent)**  
**Nick Hough (incumbent)**

When you vote you will have two options. The ballot is on the next page.

1. **Vote YES to amend by-laws** to allow the four previous seat holders (incumbents) that wish to maintain their seat and add only three new nominees from the list of nominees above.
2. **Vote NO to the proposed amendment** to the by-laws and continue to allow all seven seats to be elected, in which case you will pick seven candidates from the list of all prospects above.

## Upcoming Events

### Tower Tour

**Wednesday, April 5, 2017 at 11:00am**

### Annual Warm Springs Weekend Party and Campout

**Friday, July 7 to Sunday, July 9, 2017**



### UPCOMING TUTORIALS:

**ForeFlight Tutorial** for VFR and IFR pilots. Back by popular demand.

**Snowbird and Thunderbird Airshow** Ron "Chester" Hedges with the Idaho Air National Guard will talk about the airshow that is coming to Boise and affecting Gowen Field October 13th - 15th.

**EVERYONE** in the community is welcome to attend, call us at 208-344-5401 for questions, text 714-609-4233, or email [acesharki@gmail.com](mailto:acesharki@gmail.com).

# 2017-2018 PAC Board of Directors Proxy Ballet

I, \_\_\_\_\_ (print your name), a member of Ponderosa Aero Club, do hereby appoint \_\_\_\_\_ (print name of person) as my attorney, with power of substitution to vote for me at the Annual Meeting to be held on Wednesday, April 19, 2017 as follows:

- a. For the election of seven (7) directors from those nominated and listed below;
- b. To vote in his or her discretion upon such business as may properly come before the meeting.

I acknowledge and confirm that this proxy is subject to the following conditions:

1. It may be invalidated if I am not an active member in good standing of the Ponderosa Aero Club.
2. If I have selected directors on the ballot represented below, my attorney will not have the right of substitution on that ballot but will be able to vote upon other matters of business.
3. This proxy supersedes any proxy or ballot previously executed.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

(To vote for directors on the ballot below without granting your proxy to another person, please complete signature and date but draw a line through the proxy above.)

Please select one of the two amendments AND for seven (7) directors, by writing their names in the spaces allotted below. Spaces left blank may be completed by your proxy holder. Your vote will be cast in accordance with the specifications made above. If no specification is made, the proxy will be voted in the discretion of the proxy holder.

**Reed Disney**  
**Cheryl McCord**  
**Gail Frasier**  
**Travis Shelton**

**Michelle Tonnessen**  
**Tom Mahoney**  
**Gil Kirkpatrick**

**Hunter Hodges (incumbent)**  
**Cam Echanis (incumbent)**  
**Val Rivers (incumbent)**  
**Nick Hough (incumbent)**

- A. Vote YES to amend the current by-laws** to allow the four previous seat holders (incumbents) that wish to maintain their seat and add three new nominees from the list of nominees above.  
(See previous page for explanation).

1. \_\_\_\_\_ 2. \_\_\_\_\_  
3. \_\_\_\_\_

- B. Vote NO to the proposed amendment** to the by-laws and continue to allow all seven seats to be elected, in which case you will pick seven candidates from list of all prospects above.  
(See previous page for explanation).

1. \_\_\_\_\_ 5. \_\_\_\_\_  
2. \_\_\_\_\_ 6. \_\_\_\_\_  
3. \_\_\_\_\_ 7. \_\_\_\_\_  
4. \_\_\_\_\_

## Just-in Time Advise from the Right Seat...CFI Justin Perkins

Spring is undoubtedly a welcome sight to all of us here in the Treasure Valley. Not only do the days continue to get longer, but the sun tends to show itself more and as such the temperature increases! However, along with spring come a few hazards, one of which is increasing wind velocity and crosswinds! In fact, this is my favorite time of year for that specific reason. There is nothing cooler than approaching a runway with a significant crab angle, then doing those pilot things we all know about and greasing it on the runway! We have had a long winter though so the purpose of this article is to refresh those crosswind landing techniques that we have not had to use.

If we recall in our training we learned that there are two different crosswind landing techniques that allow us to make a safe landing when the wind is not completely lined up with the runway. The first and you most likely learned during your primary training is the 'sideslip' technique. In the sideslip technique, the moment that we see that we are having to crab into the wind to maintain our ground track, we lower the upwind wing to maintain our track and use the opposite rudder to align the longitudinal axis of the aircraft with the runway center line. The second more advanced technique, is the 'crab-and-kick' technique. The crab-and-kick is exactly as it sounds, we use a crab angle on approach to maintain our ground track and just before landing, use the rudder to "kick" or align the longitudinal axis of the aircraft with the runway center line.

No matter which technique you, use the result should be the same, a safe landing with you and the airplane reusable! There are some things you should keep in mind as you battle the spring winds. First, no matter what happens continue to use pitch to control airspeed and power for altitude. Once you reach ground effect, flare as normal with the upwind wing low into the wind making sure to land on the upwind wheel first, then the outside main, and then the nose gear. If you are uncomfortable with the landing whatsoever, simply go around and try again! Lastly, throughout the landing roll and resultant taxi continue to have your correct aileron crosswind correction in to ensure that the wind cannot get under your wing.

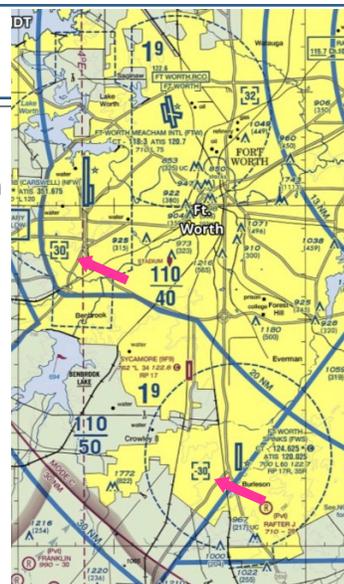
Do not let a little wind dissuade you from committing a little aviation! If you are not comfortable with the amount of wind or need to break off some rust do not hesitate to grab an instructor, chances are we also need to hone our skills after the long winter! Fly safe kids!



## Pilot's License To Learn Q&A

Questions and answers provided by Tanner Busacker

1. What is the difference between the box that reads [30] and the box that reads [-30] on a VFR sectional chart like the one to the right? (indicated by the pink arrows). And in what airspace can they be found?
2. True or False? Two identical Cessna 172s - one is heavy and the other light - encounter engine failure at the same altitude and are subsequently flown at the best glide speed as published in the pilot's operating handbook. The heavier aircraft will glide the farthest.
3. Where can the ARTCC frequency for a given location be found?



Answers on back page.

# Aviation Career Exploration ACADEMY

June 12-15, 2017



For Idaho  
Students  
Grades 9-12  
Ages 14-18

Hosted By:



With support  
from:



IDAHO  
STEM  
ACTION CENTER



Idaho Ninety-Nines



IBAA



## Calling All TEACHERS

Be part of our aviation-themed Living Lab on  
**Wednesday, June 14<sup>th</sup>**

Participate as a learner alongside our ACE  
Academy students in a fun, hands-on lab.

Complete the application form and return by the  
deadline. For information on scholarship and in-  
service credit opportunities, please contact  
[rich@richstowell.com](mailto:rich@richstowell.com)

For details on lab content as it develops, see:  
[www.aceacademyboise.weebly.com](http://www.aceacademyboise.weebly.com)

**Experience STEM through the lens of Aviation!**



## Annual ACE Academy Hosted by ITD and Art & Science

**Boise, ID**—The Idaho Division of Aeronautics has set June 12-15 as the dates for this year's Aviation Career Exploration (ACE) Academy. Since 1989, more than 340,000 students and teachers have participated in ACE Academies nationwide. Here in Idaho, the Division of Aeronautics has hosted an annual ACE Academy in the Treasure Valley for more than two decades. The Academy provides an interactive summer experience for high school students ages 14-18. It introduces participants to aerospace career opportunities through activities that have included aviation-themed tours, talks by individuals who work in the aerospace industry, and experiences ranging from drones and virtual reality, to flights in general aviation airplanes.



**Teacher Day Added:** Wednesday, June 14th will be a special teacher day focusing on STEM engagement through an experiential learning opportunity. Named the **ACE Academy Living Lab**, teachers will participate alongside ACE students in a project-based activity at Boise State University. The lab will include a tour of the Boise State wind tunnel.

Through the lens of aviation, the Living Lab will advance STEM awareness and education by improving the scientific literacy of participants vis-à-vis aviation. ACE students will be equipped with new knowledge to make informed decisions about potential career paths in STEM in general, and aerospace in particular. ACE teachers, on the other hand, will be able to bring STEM concepts to life in their classrooms using practical examples from the world of aviation.



**Who can apply:** Students ages 14-18 (four days, June 12-15). Teachers interested in STEM (one day, June 14). Application deadlines: May 1 for students; June 1 for teachers.

FMI and to download an application form, see [ACEAcademyBoise.weebly.com](http://ACEAcademyBoise.weebly.com)

# Be Smart, Fly Safe and Have Fun!

## Answers to *Pilot's License to Learn Q&A*

1. Box [30] indicates that the top of the Class D airspace goes up to and includes 3000' and the box that reads [-30] indicates that the top of the Class D airspace goes up to 2999'.
2. True. The published best glide speed applies when the airplane is loaded to its maximum allowable gross weight. To achieve the same glide performance (glide ratio), the lightly loaded airplane must be flown at a slightly slower airspeed.
3. The Air Route Traffic Control Center Frequency for a given location can be found in:
  - a. A Chart Supplement (formerly called Airport Facility Directory)
  - b. On a VFR sectional, in a Terminal Area they are found in white boxes
  - c. IFR Enroute Charts (looks like a blue bordered postage stamp)
  - d. Ask Flight Service Station
  - e. GPS
  - f. Internet

Can you think of others?



Ponderosa Aero Club, Inc.  
4888 W Aeronca Street  
Boise, ID 83705  
KBOI - Gowen Field  
208-344-5401  
[www.PonderosaAero.org](http://www.PonderosaAero.org)  
Est 1974