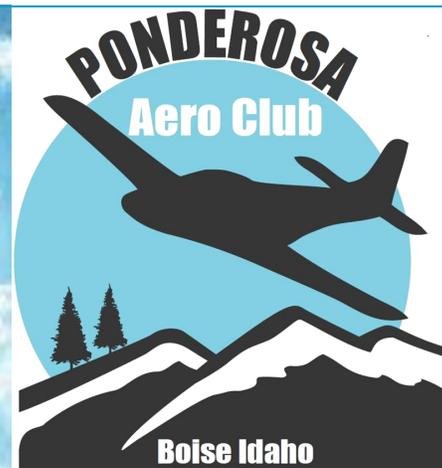


AeroTalk!

May 2017

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Volume 1, Issue 5



Manager's Message

As you all know, we haven't really seen many signs of spring. The few tantalizing warm days have been followed by lots of rain and wind. The days are getting longer and the sun is now setting at 20:45, so when the beautiful calm spring evenings begin, it will be amazing! The meteorologists are teasing us with talk of 70° temperatures for the first week of May, and after looking at weather history, we are actually on track. We are also seeing the schedule on MyFBO fill up with pilots emerging from their winter hibernation and planning to put our flying machines in the air! We have 9 flight instructors with varying ratings and available schedules, so get with an instructor and get current if you aren't already. Call me if you have questions.



We had a good turn out for the Annual Meeting, Board of Directors Elections and Rick Reiersen's Backcountry Ground School. I am pleased to announce the new 2017-2018 Board of Directors who were elected by our members:

Reed Disney
Cam Echanis
Gil Kirkpatrick
Tom Mahoney
Cheryl McCord
Val Rivers
Michelle Tonnessen

Congratulations to you all. Sharki, myself and our instructors look forward to monthly assemblies with our new board.

Personally, I am gearing up for summer and particularly for this year's Annual Warm Springs Weekend Party and Camp-out. The camping trip is planned for the weekend of Friday, July 7 to Sunday, July 9, 2017. The details will be posted in each newsletter over the next few months. If you want to fly-in to Warm Springs get with Rick Reiersen as soon as possible and make plans for training to fly and land at the eligible designated backcountry strips.

Brett Boesiger

Inside this issue:

Manager's Desk	1
Pilot Accomplishments in April	2
The Road to Solo	3
2017 Ace Academy	5
Just-in-Time Advice from the Right Seat	7
Upcoming Events	8
2017 Art Contest	8
Coeur d'Alene Seaplanes	9
Tower Grill	9

Pilot Accomplishments in April

Just when **Justin Thomas** thought he was done battling Boise's winter weather, the spring winds arrived and made his solo that much more difficult to achieve. However, on April 9th he took Ponderosa's trusty steed Cessna 172 N7728G and accomplished his first solo! Nice job! Justin is training with CFI Justin Perkins, CFII Adam Troutman and Senior Flight Instructor CFII Rick Reierson.

Read Justin Thomas' article about his experience with his first solo on Page 3.

Zak Sjoberg (pronounced Sho-berg) has shown what it takes to overcome adversity in flight training. He started last Spring and had to endure three instructor changes, all of the unpredictable weather Idaho has in its four seasons, and even an airplane change the day before his checkride. He is one of very few students to take his checkride in Cessna N2863E. Regardless of the challenge, he impressed DPE Scott Curtis on Saturday, April 29. Zak trained with CFIs Phil Bates, Brett Boesiger, and Justin Perkins. He had stage checks with Rick Reierson, William Foote and Steve Bower. With all that knowledge coming from several of Ponderosa's best CFI's, he has a jump start on his newly earned License to Learn.



Sharki Kontra applied for two aviation scholarships back in November 2016. Both provided flight training opportunities for women of any age because, after all many scholarships seem to target young aspiring college age women and men. Sharki was told, "Don't get your hopes up, but at least you are trying." Much to her surprise, she received an email 4 months later saying "Congratulations, you are the winner of the 2017 Amelia Earhart Memorial Scholarship". Sharki will be training in Piper Seneca III with MEI Rick Reierson, and maybe even get an opportunity to fly with Jamie Boesiger as she sharpens up her new MEI skills.



Sharki's words of wisdom: Most scholarships require you to write an essay describing yourself and why YOU should be selected for the scholarship, which is the hardest part for most people, but just do it! It's worth the aggravation, then when you receive the honor you will be overjoyed and the effort will be worth it. There are hundreds of scholarships out there, even some local ones like IAA, EAA and the 99s. Start by looking at AOPA and any search engine by typing "aviation scholarships". They all have different requirements, but accurate grammar, syntax and spelling are critical to winning any scholarship. Also, here's a link to some tips on [Winning a Scholarship](#).

We would like to include your aviation story, experience and photos in our next newsletter.

Contact Sharki at 714-609-4233 or acesharki@gmail.com

The Road to Solo...by Justin Thomas

Like many of you in the Club, I too had aspirations of being a pilot from an early age. Flying anything military and fast would've suited me just fine. However at the age of 12 it became apparent my vision was not going to allow for me to recreate scenes from "Top Gun" at the government's expense.

Fast forward 20+ years and my wife says "You've talked about wanting to fly since I've known you, just go do it already." I'm not sure the words had left her mouth before I was researching places to fly. Ponderosa offered what I needed for flight training, as well as not requiring me to drive to some far off land to learn to fly.

I met my instructor Justin Perkins, and my first thought was "I am almost old enough to be his dad." I then found out I was his first student after he obtained his CFI. Part of me thought about getting a different instructor who had successfully trained at least one other person to fly, but I thought I will give the kid a chance as both he and I have to start somewhere.

Beginning in November 2016, the first ground lessons went well, and as weather permitted I was able to start flying. When my schedule would allow (being a stay at home dad is a bit more constrictive than one might think), I would be at the airport excited to learn something new. We moved along at a standard pace and the progress was good. I could stall the plane, I could take off in the plane, and I could turn the plane. I figured in my mind, probably by the next lesson, we would move up to a 747 or at least an F-16. Alas, Cessna 7728G was our trusty steed.

As some of you may be aware, as winter closed in upon us the usually favorable conditions turned to absolute crap for those of us without an IFR rating. We plodded along and my excitement of being able to do "Cool flying stuff" which included things like flying to other cities other than Boise or Caldwell was only hindered by me not having soloed. There was a great reason I had not soloed: My landings were absolute garbage.

While I had done well (in my opinion) at learning the basics of flight, landing was another issue. In my earlier attempts to land the plane, the ground (and my perceived impending death) seemed to come up a lot faster than I was ready for. As a result I would flare WAY too high causing us to have teeth crunching bounces down the runway. Perkins who is already pale seemed to get a slightly lighter shade of white when it came to landings. With just about 20 hours logged, all we did was take off and land, over and over. Each lesson became a little more frustrating as it seemed like I wasn't making any progress. Perkins to his credit, tried everything in his tool box to help me perfect my landings. I even wore the same old crappy t-shirt for 6 straight lessons hoping that today would be the day I'd solo. Despite the frustration I got only slightly better at landings, which is a skill I think all of us should become really really really really good at. Between the weather not cooperating and me not really improving, it seemed like soloing would happen sometime around my kid's graduation from college. She is currently 2.

After the 6th lesson Perkins suggested I fly with CFII Adam Troutman. My landings were safe, but not good by any means. I still didn't grasp the concept of the flare. My first flight with Adam went well, but with a heavy crosswind, he had no concept of where my baseline landings were. It wasn't safe for me to solo, but it was great training!

On our second flight together and in smoother conditions, he suggested I look at landings as a 2 step process: Round-out and Flare. I'm not sure why that resonated with me but it did. After that, as I approached the runway it clicked that what I had been doing is simply rounding out the airplane. While thinking I was flaring, I never completed step 2. Eventually, the typical bone jarring sensation of landing while I was piloting was becoming markedly smoother. Perhaps Adam was on to something. cont.



The Road to Solo...cont.

With both of my instructors out of town I was eager to fly, so I took to the air with Senior Flight Instructor CFII Rick Reiersen. He too had some valuable advice. Now that I had gotten the flare and round-out thing more or less figured out, Rick's advice was, "As you flare, don't stop flaring, pull the controls to the hilt." By God, it worked! After an hour and a half or so Rick said to call it a day, followed by, "I haven't done your paperwork, and if I had, I'd say you're ready to solo." I had arrived.

All I could do now was wait for my illustrious instructor to come back from his trip to Alaska. He finally came home and I couldn't wait to show him what I had learned. Our schedules coordinated for a day in the air and we flew 8 or so touch and goes. The winds were squirrely, some landings with a nice 8 knot tailwind, which seemed to push us down the runway forever before touching down, as well as providing us minimal help in getting 28G back in the air. After ATC turned the airport around, it became much easier. My "comms" phraseology was on point and after the 8th landing we called for a full stop. After parking at Ponderosa, Perkins offered last minute pointers to the effect of, "You need three landings but if you're not comfortable after the first or second, just know you can stop, and then don't take off again." Perfect. He then had me shut down the engine complaining of some macerating blade at the front that he didn't want to come in contact with. Wuss!

I started up, and off to Runway 28L I went. The taxi took only 700 minutes or so as I slowly crawled pass the A-10s and their super cool callsigns like Warhammer and Skullcrusher. I thought my new callsign might be "Brownstain" as I was a bit nervous. The runup went as planned and at the hold short line ATC gave me the all clear. The throttle went forward and the little Skyhawk trundled down the runway.

The takeoff was normal, and at 3500' I began my cross-wind, then it dawned on me that, "Oh s\$#& I am by myself up here." My focus on not becoming a black mark on 28L had me reading gauges and visual cues with such extreme concentration that Boise Tower had to repeat every instruction to me.

The first landing was safe, not good, but safe. Back in the air I went. The second landing was also safe but definitely not as good as the first. But I had to try it again..."Just one more", I thought to myself. The Tower put me behind another Cessna 172 on final. I lined up with as much precision as I could muster and gently brought 28G in for what I would consider my best landing yet, on the center-line and just gently kissing the runway. I had done it, I had soloed!

I returned to Ponderosa, and shut the plane down. The few folks outside watching, all offered their congratulations. I had joined the group of people "who have flown things by themselves". My crappy T-shirt back was FINALLY cut and I could move on to learning more interesting things...in my opinion.

It took me almost 30 hours of training to solo, and I was beyond frustrated, but I learned that at the end of the day it's not a sprint to see how fast you can do it, but rather a marathon of becoming proficient at it. I encourage all of you who have not soloed yet to stick with it and be patient. The frustration and boredom will make you a far better pilot in the long run, and even when you think it won't happen, the landings will "click" and then you can go on to being bad at something else related to flying.



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 14th

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

For details on lab content as it develops, see:
www.aceacademyboise.weebly.com

Experience STEM through the lens of Aviation!



Annual ACE Academy Hosted by ITD and Art & Science

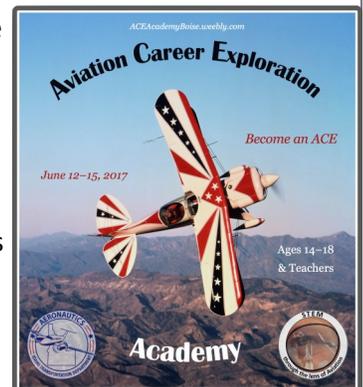
Attention Teens and Teachers interested in STEM:

Time is running out to enroll in ACE Academy!

The 26th Annual ACE Academy hosted by Idaho Division of Aeronautics is rapidly approaching. In addition to exploring careers in aviation and a flight in a small airplane, there will be an aviation-themed lab day conducted at Boise State University.

The lab will focus on solving flight and navigation problems through experimentation. Teens and teachers will work side-by-side during activities that include:

- Acting out nerve conduction velocities to demonstrate the importance of practice
- Working with a sextant, an E6B, and ForeFlight software
- Assembling, testing, and balancing test vehicles (rubber band-powered balsa airplanes)
- Weighing test vehicles and determining the accuracies of various measurements
- Conducting glide experiments to solve NASA's Glide Trajectory Problem
- Performing speed trials around pylons to determine the speed of the test vehicles
- Engaging in motor stress testing
- Communicating concepts using new terms from the Word Wall
- Touring the Boise State wind tunnel
- Reflecting on the lab experience



Lunches are included during ACE Academy. Scholarships are available for teachers who want to attend the lab on June 14th. Limited scholarship opportunities are available for qualifying teens as well.

2017 ACE Academy Sponsors



Individuals: Katie Baker, Cheryl McCord, Bill Clark

Please reach out to teens ages 14 to 18 and any teachers who would enjoy ACE Academy. The teens will participate June 12 thru 15; the teachers, June 14th only.

See <http://aceacademyboise.weebly.com> for more information and an application form. The deadline to receive applications has been extended to June 7th.

Shown to the left are logos of the current sponsors. Want to join the list of ACE Academy sponsors, provide a scholarship for a teen, or be a host family for a teen who lives outside of Boise?

Contact Sharki at 714-609-4233, info@ArtandScienceofFlying.com

STEM through the lens of Aviation



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

How to get the most out of your instruction

My father always said that if there is an elephant in the room you might as well talk about it and get it out of the way. When it comes to flight training that elephant is the cost. Whether or not money is an issue for a student, one of my main jobs as an instructor is to help make my students' money go the furthest that it can. However, we as instructors are not alone. An instructor can only do so much when it comes to mitigating the cost of flight training. Here are some tips for you, as a student, to help keep the cost of flight training down. These tips also apply to pilots completing a flight review or instrument proficiency check as well.

First and foremost, fly often. The more you fly the more you will retain. In the instruction world we have a term for this: 'recency', which essentially means that a student who flies two to three times per week will perform better than a student that only flies once a week. Sure, this will result in a higher short term cost, but it will pay dividends in the long run. Obviously some people's schedules are going to be more restrictive than others so if you can only fly once a week then there are some things that you can do to mitigate the cost. One of which is to show up to the club after hours and sit in the airplane to practice maneuvers (I've also found that making airplane noises while doing that can also help!).

Second, study, study and then study some more. I like to tell my students that for every hour of flight time you should be putting in at least two hours of book work in at home. Whether that be actually reading the textbook for the next ground lesson or 'chair flying' and reviewing maneuvers the day before the next flight. Ultimately, you will perform better and you will progress faster thus saving you money.

Thirdly, make sure you are ready to learn when you show up. Let's say that you take a lunch break from work to squeeze in a lesson. Chances are you will perform worse on your 'lunch break lesson' than you would have had you done a lesson after or before work or on a weekend because of the extra stress and distractions you expose yourself to. Now, if you can only fly during your lunch break then by all means go ahead and do that! It's better to train some here and there than not at all. However, since the days are getting longer ask your instructor if you can schedule them after you get off work. Maybe try to schedule a morning lesson and shorten your lunch. Either way, make sure that you have de-stressed yourself and you are ready to focus on the task at hand: having fun and learning how to fly!



Lastly, ask for clarification often or for an instructor to demonstrate a maneuver. The only way to learn how to fly is to actually put your hands on the controls, but there have been countless times where students have been struggling with a maneuver only to respond with, "Man, I've been wanting you to demonstrate this for twenty minutes", when I offer to demonstrate. Instructors can't read minds. If you want something demonstrated just ask! There is no reason to fly around boring holes in the sky if you don't understand what you are doing or what the instructor wants to see. On the other hand, if an instructor asks to demonstrate a maneuver don't be afraid to say no. As I said, the best way to learn how to fly is to actually do it!

Everyone is going to get frustrated at one point or another during the course of flight training, but you should never stop having fun! If you aren't having fun then talk to your instructor and find a way to switch things up within the guidelines of the syllabus. That's really what it is about. Keep these tips in mind and not only will you have more fun, but you will keep your bank account happy! Fly safe kids.

Upcoming Events

Annual Weekend Campout and Party at Warm Springs Airstrip

Friday, July 7 to Sunday, July 9, 2017

For those of you who are new to Ponderosa, the club adopted the Warm Springs airstrip (OU1) years ago and each summer we do a little housekeeping, cleanup, maintenance and rodent control on the airstrip. More importantly we camp, eat, drink, tell stories, talk aviation, play games, relax, have a good time, and then eat and drink some more. The grass airstrip has a campground next to it with walking access to the south fork of the Payette River, a hot springs, and mountain bike riding. Ever fancy yourself a backcountry pilot? On Saturday morning you can explore more of the backcountry with Rick Reiersen in the right seat where you will be PIC of your own backcountry adventure! The camp amenities include an outhouse, fire pits, picnic tables, and BBQ grills. Some people prefer to rough it in a tent, and RV spots (with no hookups) are available for those who like a more relaxing experience. Camping fees are waived for club members. More details to come in the next newsletter, or talk to Sharki, 714-609-4233, acesharki@gmail.com.



Joseph (KJSY) Fly-In or Fly-In to Somewhere - Saturday, June 3rd. Wheels up at 10:00am. Schedule your airplane and instructor if you are a student now.

King Mountain Glider Park Safari at (ID36) - This year's event is being held Saturday, June 24th - Sunday, June 2nd

McCall (KMYL) Airport Fly-In and Open House - Saturday, July 15th, 9:00am to 2:00pm

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

ForeFlight Tutorial for VFR and IFR pilots. Postponed until William returns from Tunisia, Africa.

EVERYONE in the community is welcome to attend our Safety Tutorials and events, call us at 208-344-5401 for questions, text 714-609-4233, or email acesharki@gmail.com.

2017 Aviation Art Contest

Theme: Aviation Recreation

Entry Deadline: Monday, May 15, 2017

Idaho Department of Transportation, Division of Aeronautics is currently accepting artwork for the 2017 Annual Aviation Art Contest. Kids age categories are 5-6, 7-9, 10-13, 14-17 years old. Two-dimensional watercolor, acrylic or oil, colored pencil, felt-tip markers, ballpoint pen, pen and ink, and crayon media are permitted only.

Winners from each age group get to participate in the last day of the Ace Academy on June 15th and go on a free airplane ride, among other cool prizes.

Contact: Laura Adams, 208-344-8775 → laura.adams@itd.idaho.gov → or for details go to: itd.idaho.gov/aero.



Get Your Seaplane Rating with Coeur d'Alene Seaplanes

Do you want to get your seaplane rating? Do you want to fly to a lake side or beach and have a picnic, go fishing or hiking?

Coeur d'Alene Seaplanes offers private and commercial seaplane ratings and is located on Hayden Lake, just North of Coeur d'Alene, Idaho.

CFII William Foote earned his commercial and CFI seaplane certificates in 2015 and Sharki earned her commercial seaplane rating in 2016. Several other pilots in the community learned to fly a seaplane with Glenn Smith, owner, operator and instructor. The training takes a few days and you can be ready to take your checkride on the 3rd day with examiner Mike Kincaid. Who can resist learning to take off, fly and put the floats back on the water again in this beautiful 1946 Piper Cub Super Cruiser?

Instructors Glenn Smith and Lisa Martin have asked William to assist them instruct again this fall, and we all know what a patient instructor William is. Glenn and Lisa are the same. If you are interested in training, talk to Sharki or William, or visit [Coeur d'Alene Seaplanes](#).

Now that the seaplane is back in the water:

Hill's Resort Huckleberry Seaplane Splash-in

Thursday, June 1, 2017 @ 10:00am

Huckleberry Hotcakes with

Scrambled Eggs, Bacon & Sausage..12.75pp

Coffee service and assorted juices

Huckleberry and maple syrup

Latte's are an additional charge

no host - individual bills will be expected

Tax and gratuity not included

Contacts:

Chris Popov - 208-304-8866, cpopov2@gmail.com

Mike Kincaid - seaplanes@roadrummer.com, 208-661-1588



Be Smart, Fly Safe and Have Fun!

The Tower Grill at Nampa Airport

Nampa Airport (KMAN) has a new restaurant just a hangars throw from the Warkhawk Air Museum, next to the fuel pump, and above the Nampa AV Center. Actually the restaurant isn't really new, it opened in October 2016, but some of us haven't ventured far this winter. With the promise of nicer weather, the desire to fly somewhere for a very very expensive, and super delicious burger is tempting. The diner with outdoor patio seating got a face lift, and the [menu](#) and ambiance have been receiving 5-Star ratings from online reviews. The Tower Grill is open 6 days a week (but not Tuesday) for breakfast, brunch and lunch. If enough of us visit and enjoy the [Tower Grill](#), they may be able to extend their hours someday so pilots can take sunset flights for a burger.



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