

AeroTalk!

December 2017

Est 1974

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Manager's Message

Inside This Issue:

Imagine a gusty 24kt windy day on December 17, 114 years ago, when the Wright brothers took to the air for their famous first flight. I imagine that their 1903 holidays were full of thoughts about propellers, wings, and weather conditions. It's funny that many of us have taken on many of the same concerns that preoccupied two hard working brothers in a little shack in Kill Devil Hills so long ago. In spite of the ongoing challenges of aviation to keep everything flying; safe, sound, and current, I hope that you can all pause during the holidays with loved ones, as well as reflect that you are part of a pretty special group. Ponderosa offers rich opportunities to strengthen your pilot network by bringing together many skills and experiences. In mid January we will have a membership meeting to come together, catch up with each other, and learn a little something. In the mean time, a good pilot is always learning. Please share with me one or two of your favorite online-preferably free-teaching resources so I can share them with the all of the Club members. Send me the name of the resource, web address, a single descriptive sentence, and if there is any fee or membership involved. One example Cindy Fritz shared recently is "boldmethod.com" which she was using to challenge herself with better landing techniques. Happy holidays and best wishes for a safe and happy New Year 2018!

<i>Manager's Message</i>	1
<i>Dear Santa</i>	2
<i>Upcoming Events</i>	3
<i>Operational Changes</i>	4
<i>My Story-First Solo!</i>	5
<i>My Story-Flight to Parma</i>	6
<i>Aviation Crossword</i>	7
<i>Welcome New Members</i>	8
<i>65W For Sale!</i>	9

Janna Greenhalgh

manager@ponderosaaero.org



Happy Holidays!

❄️ A Christmas Wishlist ❄️

Dear Santa, here's what I'd like for Christmas. I may not be 10 any longer, but there are still a few toys I'd like to see under the tree this Christmas that I think you can provide.

1. I'd really like some flying time, so if you could just go down to Ponderosa and buy some time on my account there, I'd be really grateful! A gift certificate? Perfect!
2. My old headset is getting pretty ratty, and my ears would thank you if you got me a new ANR headset. Bose is pretty amazing!
3. Maybe a tablet or Ipad and some flight planning software? That would be swell!
4. A handheld GPS, or a PLB, or a handheld radio? There might be a few more aviation tools and toys that would bring a smile to my face; just ask! *Thanks Santa!*



Upcoming Events

Night Currency!

Brett Boesiger has generously offered to continue to work with club members on a regular basis through these winter months for night currency. Even if you do not plan to fly at night on your own, take advantage of this enriching offer to learn more about night flight through Brett's presentation and instruction. Book your instructional flight for 7pm.

Choose one of available days into March:

1st Tuesdays: Dec 5, Jan 2, Feb 6, Mar 6

2nd Thursdays: Dec 14, Jan 12, Feb 8

3rd Saturdays: Dec 16, Jan 20, Feb 17



You must sign up on MyFBO with an aircraft and book Brett to reserve his time no less than a day and a half before the flight. Note in the comments "night currency" so he knows what you are intending. Reserve an aircraft and contact him directly.

Brett Boesiger 208-421-4290

brett.boesiger@gmail.com

Quarterly Membership Meeting

We will have a membership meeting in January with a great speaker, but we'll have to let you know the date, speaker, and time a little later. Stand by!

The Annual Winter Blah's Party will be in February, so standby for the date and details for that as well!



Operations

Newsy Items About Our Fleet

There are some comings and goings with the airplanes you should all be aware of:

N2171Y (Piper Archer PA-28) will be getting an engine overhaul this winter as the weather gets bad. An avionics upgrade is being lined out too, but no details yet.

N2965W (Piper Archer PA-28) is for sale! If you have ever considered owning an aircraft, this has been a very successful leaseback aircraft in the Club for many years! Contact Bob Apa 208-559-4298 if you are seriously interested.

N9912Q (Cessna 172-180hp) is expected to leave the club in the spring. I'd say that we are accepting applications for another 172-but there may be one in the works.

N101CT (Cessna Centurion T210) is still for sale and would love to stay right here in the Club where it has lived for many years. You know you want a go fast plane in the Club; help us keep it!

In order to offset operation expenses, two aircraft rates are increasing starting December 1

N4906J (Piper Arrow PA-28R 180hp) is back in the club with a rate increase to \$135/hr. This aircraft has one restriction that the Commercial maneuver known as the "Power Off 180 Degree Accuracy Landing" is prohibited.

N9099K (Piper Arrow PA-28R-200hp) has a rate increase to \$165/hr. Block time is available for this aircraft.

Winter Procedures

With winter here, be kind to your aircraft and plug in the engine heater. If you need help, ask. We will be happy to work with you. It's been a nice warm fall, but winter is coming! Review last month's newsletter to get the full report on our winter procedures.

Fueling

When fueling an aircraft, it is enticing to step away and leave the nozzle in the fuel port of the tank propped up on its own weight while you take care of other things. By not supporting the nozzle, the fuel tank takes the stress of the weight. Recently there have been Club aircraft grounded for fuel tank repairs probably due to built up stress, i.e. cracks, from this bad fueling habit. We learn from each other, even bad habits. Please be careful with your airplane to keep expenses down and keep them flying.



My Story-My First Solo!

By Conrad Kennigton

Flight Lesson 1: "I'm a bit nervous" I blurted as the engine fired up. My flight instructor reassured me. "You're fine. A roaring engine is a good sound." Everything was unfamiliar. The smell of avgas, the '70's era sun-bleached upholstery, the vibrating airframe. If I had started my pilot certificate as a teenager, there would be no fear, but I'm older now, and things are different.

I'm a 36 year old with five young children, and a stay-at-home wife. Sarah comes from a family of cautious folk who regularly voice concerns about assuming unnecessary risks. We've all heard about plane crashes, or seen on the movies what can go wrong in the cockpit. But my mind was made up. This a lifelong goal, and I don't want any regrets. During my first preflight of "Two Eight Golf", a four seat Cessna aircraft based at Ponderosa Aero Club, my gaze was drawn upward to the hive of activity that is Class Charlie airspace. My flight instructor Brett watched and exclaimed, "You've got the bug!" He was right. It's easy to tell. If there's an aircraft flying by, see who looks up.

I'm also prone to motion sickness, which adds a physiological obstacle.

This is the hobby that I both profoundly enjoy and dread. As expected, with each passing lesson, I got more comfortable. I started to let go of fears and embrace the beauty of flying. Brett helped me through many mistakes. Repetition emerged and my confidence grew. I could land, stall, do steep turns, and generally maneuver a small airplane, with a guide at my side. Mystery became knowledge.

Then came the day for my first solo.

My instructor warned me my first solo could happen any day, but wouldn't tell me the exact date. Somehow I knew it would be on October 7, 2017, because on that day while practicing landings, I presumptuously asked, "When I drop you off, do I need to preflight the plane again?" As if it was a foregone conclusion. I think he knew I was ready, but phrasing the question like that gave him confidence that I felt ready too.

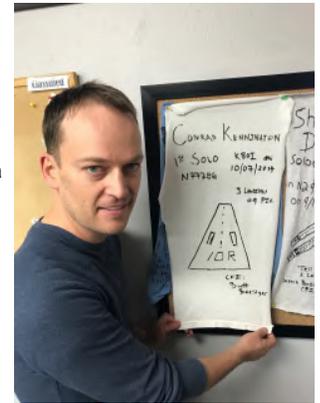
The next hours passed entirely in slow motion. The weather was perfect. I felt eerily calm. As Brett exited the airplane, he buckled his hat into the seat next to me and said, "You've got this!" I psyched myself up, talking out loud, pretending it was Brett's voice reassuring me through what was about to happen. I taxied into position, ready for take-off. As I waited for clearance, my mind reflected on the life choices that brought me to the end of a long runway alone in a cockpit.

"Boise Tower, Skyhawk 7728 Golf, holding short of runway 10R at taxiway Juliet. I'm a student pilot and this is my first solo." ATC's response ended with "I know the feeling". My apprehension melted into a grin.

Full power and I was airborne!

I muttered, "Well, now I'm committed!" Then, on my first landing, "I touched. I landed!" What followed was a suddenly very busy airspace as eight Air Force attack jets postured for the same runway. On my third takeoff, I was sequenced between two very large A10 Warthogs. The tower broadcasted, "Reaper One, taxi behind the Cessna." I felt like a scooter with a Harley behind me revving his engine. I kept my distance, timidly sputtering ahead. On my third landing, I taxied triumphant back to Ponderosa to a happy flight instructor. We fist bumped, took pictures, and he congratulated me as I beamed with pride. I was the pilot-in-command for almost a full hour.

That day I followed the footsteps of pioneers who cracked the code of sustained human flight. I was transcendently cool. Over lunch, I told Brett, "I'm going to ride this high for a while". Brett said, "This high is for life".



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

Contact Gail at gfrasier@cablone.net

My Story- Spontaneous Flight to Parma

By Cheryl McChord

We had planned to fly with Ponderosa to Joseph on November 4th, however the trip was cancelled due to low clouds in the area of the Seven Devils and the Wallowa mountains. Fortunately, in the Treasure Valley, the scattered cumulus clouds were floating lazily in the sky.

I still wanted to fly that day and I knew that Sharki did too, with all of the enthusiasm and effort she had put into planning the Joseph trip for the Club members.

I checked myFBO. Sharki still had a 12Q reserved and 63E was available for me, so I texted her . . . Do you want to go flying? Sure. Where do you want to go? Somewhere in the valley for a late lunch. Ok, let's plan on wheels up at noon.

One of the items on my flying list is to practice on short runways. Homedale is 2,220' and Parma is 2,228'. Parma has a bistro a half mile from the airport—perfect, that's our destination.

Just as my husband Bill and I were ready to leave the Ponderosa office, new employee Aleks Ysursa came in for his first day of orientation. Janna wanted him to have an introduction to flying before committing to work and lessons at Ponderosa, so he went flying with us.

Our route to Parma took us to the South Practice Area and along the Snake River. I made one landing at Homedale and then flew north to Parma. My first approach at Parma was high. Such a short runway compared to Boise looked farther away than it really was. On the second approach, I focused on the proper setup in the pattern--runway half way on the strut, power to 2100 rpm, airspeed slowed to 80 knots, and abeam the numbers proceeded with the standard steps through base and final for a smooth, gentle short-field landing.

We tied down and walked into town in search of the bistro, but it had just closed for the day. We stopped at the library in the old bank building. The kids immediately said, go to Apple Lucy's where they have the best milk shakes! Yes, the milk shakes were delicious and the burgers and taco salad were good as well.

What a great trip. We will go again to try the bistro and walk to Old Fort Boise Park to see the fort replica and pioneer museum.

Now I have a question. How can we at Ponderosa coordinate more fun, spontaneous flights? What could be used for quick group communications? Ideas? Please let me, Sharki, or Janna know.

Cheryl McCord (208 440-4509)



An Aviation Puzzle

CROSSWORD 1



ACROSS

- 1. "Are you ready to fall back to the lost art of ___ and clock if your electronic aids fail?" -FAA-P-8740-22
- 8. Ammeter units
- 12. The sleek 177



Terry Shepherd

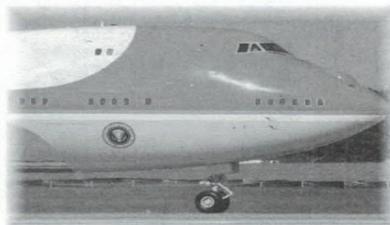
- 13. Kind of road (*Sectional chart legend*)
- 14. Sikorsky's post-USSR locale
- 15. "Operating frequency range of a ___ is from 960 MHz to 1215 MHz." -AIM 1-1-7
- 16. 1,000 near India
- 17. If they're a-frayed, don't fly!
- 20. Prepare brakes for run-up
- 22. The ___ Piper Aircraft, Inc. (1995)
- 23. "Because of a smaller scale, ___s do not show as much detail as sectional or TACs." -AIM 9-1-4
- 25. Cool down after a dogfight?
- 27. Aeronautical Corporation of America (*Founded in 1928*)
- 31. First airplane certified after World War II (*27 ACROSS model*)
- 34. Colleen Humrickhouse's swear words to Bob Hoover, 1947
- 35. LOC with GS
- 37. Clear, for one type
- 38. "When in ___, go around." -FAA-P-8740-49
- 41. Like layered air flow
- 44. "Some VASIs consist of three bars: ___, middle, and far." -AIM 2-1-2
- 46. Swing one's tail

- 47. "It may take several days to ___ the body of carbon monoxide." -FAA-P-8740-41
- 49. "If it's too ___ to go IFR, we'll go VFR!" -Unknown
- 51. "Negative contact"
- 55. "He was the ___ of two countries." -Eddie Rickenbacker, regards French ace Raoul Lufbery
- 57. "A pilot can achieve a

- moderate degree of dark adaptation within 20 minutes under ___ red cockpit lighting." -AIM 8-1-6
- 59. "You can learn ten things by learning ___." -Japanese proverb
- 60. Like towered airport symbols
- 61. Radios, etc.
- 64. "Some jet transports have two ___ of ailerons." -FAA-H-8083-25
- 65. Never exceed radial

DOWN

- 1. 1 ACROSS container
- 2. Medication method
- 3. Home of Andrews AFB



Adam Wright

- 4. 3.141...
- 5. "...cleared for stop ___ go"
- 6. Fighter pilot fears, besides AAA
- 7. "The greatest hazard on my New York to Paris flight turned out to be my

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60					61			62	63			
64					65							

- lack of ___." -Charles Lindbergh
- 8. HMS ___ Royal (*Britain's first aircraft carrier, 1914*)
- 9. Controller's altitude request
- 10. "I...raced to the far end of the runway...to be of assistance if Lindbergh should ___ up." -Anthony Fokker
- 11. Way to go, with jet in tow
- 12. Popular plane designed by Gilbert Taylor, 1930
- 18. Sixty degrees to starboard
- 19. Sigtronics Corporation, ___ Dimas, California
- 21. "While similar to sectional charts, ___s have more detail because the scale is larger." -AIM 9-1-4
- 24. Mooney model named for its top speed (*Rom.*)
- 26. St. on both New York and Montreal sectionals
- 27. Helpful LDA part
- 28. Famous float factory
- 29. Flare
- 30. "Each pilot in command shall, before beginning a flight, become familiar with ___ available information concerning that flight." -FAR 91.103
- 32. "Lowest altitude at certain fixes at which an aircraft must cross when proceeding in the direction of a higher MEA." -Pilot/Controller Glossary
- 33. Feet-minute link
- 36. Spotted
- 39. "___ advised..."
- 40. Rudder part
- 42. "Rocket ___," by Elton John
- 43. "Off ___, into the wild..." (*Solo*)
- 45. "Using ___ for weather avoidance requires operational experience and expertise." -FAA-P-8740-12
- 47. Cambered structures
- 48. Power over the fence
- 50. Go zero Gs
- 52. Enter a formation
- 53. "I was a passenger on the journey...I did not handle the controls ___." -Amelia Earhart, *first transatlantic flight, 1928*
- 54. Best thing to hear after "Belt fastened, dear?"
- 56. Colonel MacDill (*MacDill AFB, Florida*)
- 58. -way or -west
- 62. "-d gaskets should never be reused." -AC 65-12A
- 63. Nickel, periodic-ally

Did You Know?

We're going to start a new column in our newsletter, called *Did You Know?* Little tidbits of knowledge acquired here and there, and please, we'd love to hear some *Did You Know's?* from you too. Trivia or experience, we want to hear them!

Did you know that if it's really cold out, that the flaps on Piper aircraft can stick in the down position? Even after you've lowered the flap handle inside, they could still be stuck outside without your noticing, but when you fire up the engine, the airflow will pop those flaps back into the up position with a huge **BANG!** So as you lower the handle, look outside to make sure the flaps came up, and if they didn't, wait to lower the handle until you have the engine fired up, then they should come *up* when the handle goes *down*.

Did you know that if (this seems to be a Piper thing too) your carbureted aircraft engine is idling rough, check the primer. If it's even slightly unlocked, it will cause it to run rich and rough at idle and low power settings.

Welcome New Members!!

(Since August)	Mark Woods
Stacy Carolson	Conner Tolley
Andrea Chimenton	Charlie Wambolt
Christopher Jahn	Connor McNamara
Scott Lewis	Thomas Fox
Jim Corrigan	Ford Finney
Aspin Mecham	Aleks Ysursa
Everest Whiteman	Isaac Bingham
Chris Greeley	Or Bruchim
Bill Thibadeau	Joseph Salmon
Zachary Ravlin	

Crossword Solution

CROSSWORD 12020



Be Smart, Fly Safe and Have Fun!



N2965W is For Sale!

\$65,000



Beautiful 1979 Archer II (PA-28-181) lovingly maintained. Well equipped. Long time Ponderosa leaseback. No damage history. Excellent cross-country hauler or local IFR trainer. New factory overhauled engine in 2015. All logs available. All leaseback records available. Great price for a great plane.

SMOH: 970 hrs

TT: 8937 hrs.

Engine: Lycoming O-360-A4M (180HP)

Propeller: Sensenich overhauled in 2015. New spinner installed in October 2017.

Equipment:

Primary Radio: Garmin 430 WASS with ADS-B out

Transponder: Garmin GTX 335 (new this year)

Secondary Radio: King KY197 TSO

DME: King KN 64

ADF: Collins ADF 650 TSO

Collins Nav VIR 351 TSO (VOR receiver)

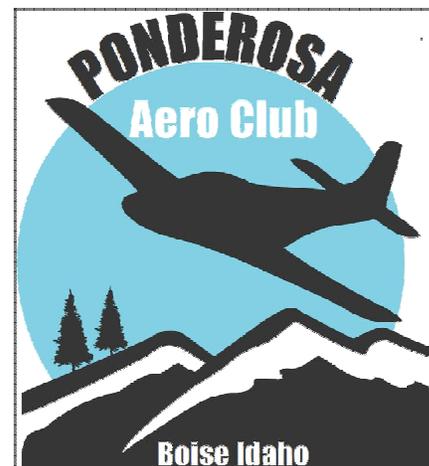
Audio: Collins Audio Marker

Piper Auto-pilot (INOP)

Interior: Colors: Red and Grey

Exterior: Red and Grey on White

Contact Robert Apa at 208-559-4298



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