

March 2018 **Est 1974**

Volume 1, Issue 6

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Manager's Message

Happy Birthday Ponderosa! In March of 1974, the Club was officially created. Forty four years later we are still going strong. This month will go down in Ponderosa history as helping two students reach their first solo, one a new certificate, welcoming seven new members, seeing one airplane leave the Club, having a fantastic winter party at Bardenay, and (drum roll please), receiving VA approval so GI Bill students may use the Club. Since the details of the program are still being set up, it'll be a couple months before we open it to the public. That's a pretty cool way to promote flying to a new audience! This approval was received through the hard work of many at the Club, most notably our member Todd Johnston.

Thank you all!
Janna Greenhalgh



Be Smart, Fly Safe and Have Fun!

Members and News!

Welcome New Members!

Richard Cridebring	1/9/18	Elizabeth Carter	2/2/18
Rene Coddens	1/13/18	Natalie Lee	2/7/18
Doug Phillips	1/16/18	Brandon Watts	2/8/18
Hans Germann	2/2/18		

Ponderosa has members ranging from 11 to 80! This is the youngest member of the Club getting ready to go take a lesson.



Gooding, KGNG, airport has a new AWOS is installed! The NOTAM states "Service AWOS-3 commissioned 124.175/208-934-4950."

Accomplishments!



Connor Tolley logs his first solo flight on 2/4/18 in Boise when Brett Boesiger climbed out of N2863E. His last question to Brett was "can I do four landings?" which he accomplished without a hitch! Nice work Connor!



2/8/18, another Connor, Connor McNamara soloed at the Nampa Airport in N7728G, leaving CFI Michael Barnard on the ground. The awesome student that Connor is, he returned to give Michael a ride back to Boise.



Congratulations to Hans Germann. He passed his Commercial Multi-Engine check ride in Seneca PA34-220T, N8456C, on 2/21/2018. His examiner was Julian Pridmore-Brown and his instructor was Rick Reirson.



Board of Director's Notes

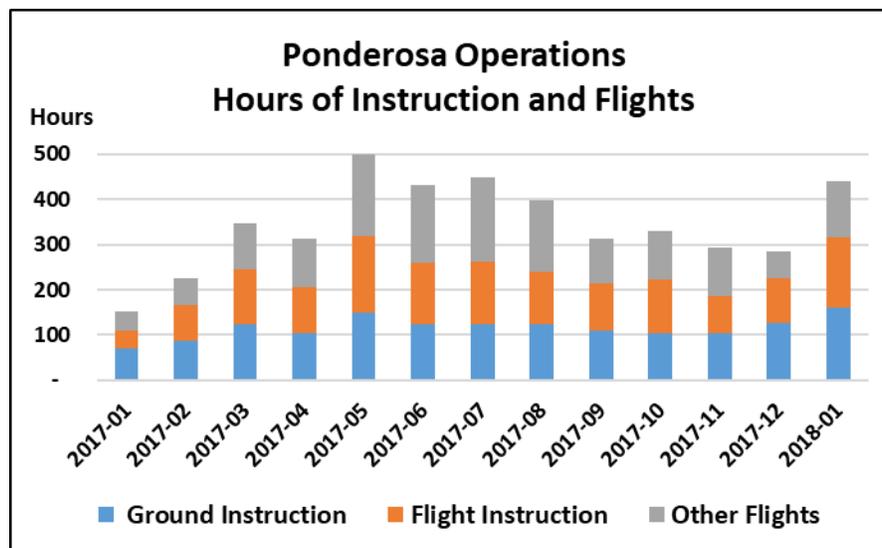
From the Board - Club Projects and Operations Metrics

The Winter Party at Bardenay's was a wonderful evening of good food, conversation, and fun activities. Maureen and Kevin Braley challenged us with aviation trivia. Sharki Kontra shared a slide show of Ponderosa members at parties and events from the past. And everyone had the opportunity to vote with the green dots for their choices of Club project ideas. If you did not get to vote yet, Janna has posted the idea sheets at the Ponderosa office and you can drop by to vote and add any other ideas.

The project ideas currently under consideration are:

- Saturday morning open forum with an instructor
- Electric hand tug
- SPOT locator devices for checkout
- 406 ELTs for aircraft
- Updated Jeppesen training videos
- More fly-out locations
- Facebook private group page for communications among members
- More aircraft
- Flight simulator
- Mountain Flying for Beginners - training and checkouts at easier airstrips
- Your ideas here . . .

Below is a chart of instruction and flying hours. January of this year was quite impressive especially compared to last January (the winter to remember). January hours rivaled those during the summer months last year. It is a great start to 2018. Keep flying and taking lessons!



Cheryl McCord (208 440-4509) cheryle.mccord@gmail.com

Annual Meeting-Board Elections-Backcountry GS

Ponderosa Aero Club Annual Meeting!

Vote! Or Consider Running for the Board! This is Your Club; Own it!

The annual meeting will be April 25th at 6pm. It will once again be at Independence Indoor Shooting range, 2749 E Gala Street in Meridian.

*Brief State of the Club Report
Financial Report*

*Board of Directors' Elections
Rick Reiersen's Backcountry Ground School*

Board Elections:

Who is on the Board right now?

- Reed Disney, Board Chair
- Cheryl McCord, Vice-Chair
- Cam Echanis

- Gil Kirkpatrick
- Michele Tonnessen
- Tom Mahoney
- Val Rivers



Who is currently confirmed on the ballot for next year?

- Reed Disney
- Cheryl McCord
- Gil Kirkpatrick
- Tom Mahoney

If you are interested in running I MUST HAVE YOUR NAME NO LATER THAN ONE WEEK BEFORE ELECTIONS.

Some of the basics:

In order to vote or be on the Board you must be an active member of Ponderosa Aero Club.

Ponderosa Aero Club Board of Directors shall consist of three to seven members serving one year.

There is no limit to the number of terms a member may serve.

Absentee votes may be sent by email to Manager@ponderosaaero.org no sooner than one week before elections (when the final ballot is sent to the membership) and no later than noon on the day of elections. You will receive a reply email confirming receipt of your vote.

A member may vote by proxy executed in writing by the member.

Ballots will be counted by a neutral party with no invested interest in the Club.

For your further reading enjoyment be sure to check out our Bylaws on the membership area.

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Annual Meeting-Board Elections *(continued)*

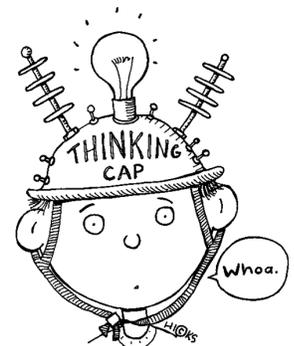
What Makes a Good Board Member?

A Forbes article printed in June 2014 titled "What Makes A Great Board Member? (You Really Need to Get This Right)" summarizes a great board as having the following qualities. It's a worthwhile read if you are curious.

1. Great Judgment
2. Relevant Context
3. Wisdom
4. Motivation and Interest
5. Style
6. Effective coach, mentor and sounding board
7. Courage

From the prospective of the General Manager; some traits I value in our Board are:

- Interest in the Club.
- Able to attend the monthly meetings (currently they are the third Thursday of the month at 11:30 for a couple hours).
- Willing to dedicate time to work on a committee.
- Provide a skill (this could be considered "Relevant Context"). Some examples include:
Business sense Accounting skill Community outreach Aircraft expertise
- See the big picture of the Club! The Board is there for big or tough decisions, and to guide and ensure the long-term Club health. The daily operations are handled by the manager and staff.
- Diversity! Diversity of thought, skill and demographics.
- I can't argue with Courage, Wisdom and Great Judgment either.
- If you fit these qualifications, I encourage you to run for a seat on the Board.



Upcoming Events

Rick Reiersen's Backcountry Ground School

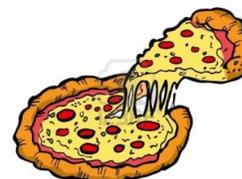


Coming next month right after our Annual Meeting on April 25 at 6PM, we have Rick Reiersen's Backcountry Ground School. Whether you land in the backcountry or not; you fly in Idaho and should learn everything you can to fly over and near our Idaho mountains! Don't miss this! It's a great presentation! If you plan on starting a backcountry checkout this year, you'll need to either attend one of Rick's Backcountry Ground School presentations, or you'll have to do individual ground instruction with him; since this one is free, you should come!

Hanging with the Board

This month on Wednesday, March 28th, 5-6:30 pm you will get a chance to hang out with some of the board members and, hopefully, a few members who want to run for the board.

Pizza will be on hand too!



LAST OPPORTUNITY: 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.

When: 7PM

Tuesday, Mar 6th

Where: Ponderosa Aero Club building

Anything special: Preregistration is required. Book your flight no later than a day and a half before the offered date. Note in the comments "night currency" so he knows what you are intending. If someone already has Brett booked, contact him directly

Brett Boesiger 208- 421-4290 brett.boesiger@gmail.com

Sign up: Book a lesson on MyFBO

Operations



Spring into Spring!!

Along with the wonders of warmer weather and longer days, one of the challenges of spring weather is the wind associated with blowing winter away. Gusty winds and showery fronts replace deep frost, ice, and snow storms. As much as we love the end of winter, we may be a little rusty after a winter of hibernating away from the airport, and also, when was the last time you tackled a gusty crosswind? If you're not current after winter's trials, or if you're just a little rusty, grab an instructor on a brisk windy day, and get a little practice and confidence back. After all, after spring is summer, with no more cowl covers or plugging in; no more defrosting, but we want to be able to aviate as much as possible as the year warms, so get ready for anything Mother Nature throws at us!

Changes in Tailwheel Currency Requirements

The currency requirements for flying the tailwheel C-172, N5700R have been increased from 30 days to 60 days. There is an additional self-policed requirement for wind limit that until the pilot has 25 hours and 25 landings of tailwheel time, wind limits of 15 kts surface headwind, and a maximum 7 kts surface crosswind component apply.

We hope that this increase currency window will relieve some of the burden on those pilots who regularly fly N5700R from constantly having to book an instructor to regain currency. The Club historically upholds higher standards in this and several other areas to catch our naturally slipping pilot skills before they become a problem. The FAA currency requirements between tail wheel (conventional gear) and tricycle gear aircraft are the same. I hope that this currency change will encourage a few more pilots to utilize this fine airplane!



Insurance Increases

Effective May 1st, 2018 the insurance deductible for members will increase from \$1,000 to \$2,500*.

Effective March 1st, 2018 insurance rates on the aircraft will increase 20%.

*Due to the short term notice of our insurance increase, the Board of Directors have voted to evaluate subsidizing any member \$1,500 in the event of a claim until May 1.

Why? In the past two years Ponderosa Aero Club has had a total of six insurance claims. Last year three were significant claims. At the end of this year, with an absence of claims, the deductible is expected to return to \$1,000.

What is very important to note on all of these claims is that it was property damage. Nobody was hurt. Though it is an inconvenience with aircraft damage, it's only parts. Parts can be fixed. Fly safe. Our insurance inconvenience is expected to be temporary with continued good practices.

Did You Know?

Save 65Whiskey!!

Did you know that our Piper Cherokee Archer, N2965W, has been a member of our Club family since 1995? It's now for sale again, and we need to make sure it doesn't leave! Our Club is like a three legged stool. To make this work, we need members, aircraft, and flight instructors. Right now, we need to save a member of the aircraft leg of the stool. Our Club depends on leaseback owners to make sure we have planes to fly. It's like trying to have a football game without a football. Since it's been in the Club, it has had several changes in owners; the last time we couldn't find one individual, we created kind of a consortium. We created 10 shares combined in an LLC, and though a number of these shares are owned by individuals, like one person who owns 3 shares, and some of those shares have changed hands over time, this time the whole group has decided to sell. If we could get another group of shareholders together, we could keep our 65Whiskey right here at Ponderosa. Contact Janna if you have interest in owning a chunk of a plane or the whole thing. Explore the advantages of owning a leaseback aircraft. It might work for you and it definitely helps our Club! **SAVE 65Whiskey!**



Goodbye N101CT!



Did you know that N101CT has sold and in its new home in Mexico? This month a buyer finalized details and had the former Club CT-210 delivered to its new owner. It was interesting to learn that there is an increasing popularity of using small aircraft as a safe(r) means to move between villages in Mexico and buying aircraft from the U.S. often avoids large in country taxes and fees that are usually greater than any out of country tariffs and fees. Though it would have been nice to keep this aircraft in the Club for our use, it was not meant to be. Safe travels 1CT! You were a member of our family for many, many years, and we'll miss you.

For Sale—Boise Pilot Shop

This is a prime opportunity to provide a valuable service to the aviation community including Ponderosa Aero Club members and students.

Call William Foote if you are interested.

(208) 841-8360



My Story - Night Currency—Tools in the Flight Bag



By PJ Mansidor
January 14, 2018



Like a Tarantino movie, the story of my night currency flight will start with the ending and then go to the middle to tell you how to begin.

I have just walked away from N4427R (good landings). The aircraft is still usable (great landings!) and my night currency is up to date with Brett Boesiger noting (1) touch-n-go and (3) landings to a full stop. I depart for home with a renewed feeling of accomplishment. We've all trained to fly at night but I've just revisited some old skills and re-learned old lessons. All in all, I'm a better pilot for it with an open door to keep fresh valuable tools for my flight bag.

I like to think I'm like most GA, VFR pilots flying these days. I tend to be a fair weather pilot that likes to take advantage of the 'V' in VFR. So when a sunny, clear day with fair winds rolls around I look to the skies and start thinking of all sorts of excuses to fly and where I could go on such visually advantageous days. The fact remains that there is a darker side to VFR (and IFR) flying that should inspire us all to have those tools in our toolbox. Oh, and by dark side, yes, I mean night flying.

Ponderosa Aero Club CFI, Brett Boesiger, made a genius move when he published dates for his availability for night flight currency in the PAC newsletter. It reminded me of the times I've not flown during a full moon or decided on a 'no-go' because I might get back late all due to a lack of recent night flying experience and currency. Perfect! Hey Brett, you and me, 3-up and 3-down, at night and home before dinner gets cold....right?

Fortunately, Brett had a night currency presentation to bring reality and regulations back from the dark recesses of my mind. For the sake of brevity (I'm an engineer so be thankful I don't turn this 1 hour flight into a detailed novel) here are some night flying tools from my flight bag to yours:

When Can You Log Night Flight And Night Landings? According to FAR 61.57(b), to carry passengers between 1 hour after sunset and ending 1 hour before sunrise, you need to make at least 3 takeoffs and landings to a full stop (REMEMBER THIS PART) in the preceding 90 days during the period beginning 1 hour after sunset and ending 1 hour before sunrise. (Local time).

(continued on next page)

We would like to include your aviation story, experience and photos in our next newsletter.
Contact Gail Frasier, gfrasier@cableone.net

My Story: Night Currency-Tools in the Flight Bag (cont.)

Aircraft Lights - After sunset & before sunrise (local time) you need to have your strobe and collision avoidance lights on and have functioning landing lights. (NOTE: even if not night current, you can legally operate during civil twilight hours but you will need lights)

Night vision - Brett's presentation covers more details but a hint from the Jeppesen manual says that it can take up to 30 minutes for your eyes to fully adapt to the dark (think going from a bright hallway into a dark theater and trying to find your seat). So try to avoid looking at bright white light as much as possible before night flying. That includes your phone and iPad (do a color inversion on the phone or in Foreflight for maps).

Personal Lights - Headlamps are ideal for checklist review and aircraft walk around (both hands free for fuel level check acrobatics). Hand held flashlights are handy for in the cockpit for close inspection of instruments, floor or back seat. A cheap dollar store carabiner on the end and clip it to your shoulder harness for quick access. Use a kneeboard? A simple, flex head book light is handy. One cool idea I use is the red film tape at auto parts stores for tail lights can turn less expensive but more versatile lights into red filtered ones for night flying.

Night time familiarization - You may have flown the plane before and are familiar with where things are, but try that again at night. Take the extra time before engine start, or during warm up, to confirm the locations and functions of non-backlit light switches, dimmers, control knobs, fuel pumps and back-up systems. During taxi and while in the air are not ideal times to have your head in the dash with a light trying to read poorly lit text and placards. (Is that the carb heat or did I just open a cabin vent?).

Tower: Stop and go - remember you can do as many night landings as you want but they don't count towards currency unless they are to a full stop. Confirm stop-and-go intentions with the tower so they can help you sequence into the traffic pattern. (Brett: Great Landing! (Pause) Uh, hey, you may not like the answer, but do you think you can count that as a night landing?' Me: Aren't we an hour past sunset? To count as a night landing it has to be an hour past sunset... and to a full stop... Nuts!).

Shutdown - Exactly like the walk around but in reverse. Going over the details or a quick glance needs light to see and do. Read the checklist, do the tasks, and then re-read the checklist and confirm. Oh, and double check the aircraft floor. Its hard for Brett to check-in the aircraft with that black sleeve with the Hobbs data hiding in the darkness of the aircraft.

Happy Night Flying!



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 KBOI - Gowen Field
 208-344-5401
www.PonderosaAero.org
 Est 1974

Ponderosa Aero Club Gear! Orders are being taken until the end of April and can be charged to your MyFBO account!

Ponderosa Order Form										
Style	Color	Price Each XS-XL	XS	S	M	L	XL	2XL +\$2.00 ea	3XL +\$4.00 ea	Total
	Heathered Navy	\$10.00								
	Light Heather Grey									
	Heathered Royal									
	Heathered Navy	\$10.00								
	Light Heather Grey									
	Heathered Watermelon									
	Navy/Carolina Blue	\$26.50								
	Steel Grey/White									
	Brilliant Blue/Black									
	Navy/Carolina Blue	\$26.50								
	Steel Grey/White									
	Pink Raspberry/Steel Grey									
	French Blue	\$54.50								
	Skyline Blue									
	Red									
	Midnight Navy	\$54.50								
	Skyline Blue									
	Red									
	True Navy/Grey Heather	\$50.00								
	Deep Smoke/Black									
	True Royal/True Navy									
	Dress Blue Navy	\$50.00								
	Pearl Grey Heather									
	True Royal									
	Dress Blue Navy	\$50.00								
	Pearl Grey Heather									
	Very Berry									
			OSFA							
	Rich Navy	\$13.00								
	Khaki/Coffee									
	Patriot Blue/White									
	Navy	\$13.00								
	Stone									
	Light Pink									
Name				Phone Number				Total		