

# Aerotalk!



May 2018

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## Inside This Issue:

Manager's Message	1
Accomplishments	2
CFI Updates	3
Welcome and Ops	4
Thunderstorm Season	5
Upcoming Events	6
More Upcoming Events	7
Did You Know?	8
My Story-T Mahoney	9
My Story-T Mahoney 2	10
My Story-G Frasier	11

## Manager's Message

What a beautiful spring!

The wind has been typical spring winds and occasionally quite exciting for flying. Activities seem to be blowing through the Club lately with the spring wind. Our Annual Meeting was held April 25th. I'm truly looking forward to working with our new board this year. I trust that they will be as resourceful to the Club as the last was. We had a flyout to Glenn's Ferry airport that was fantastic! You will have to wait for next month's newsletter for a proper coverage of that, with pictures and menu reviews! We have seen a lot of flight accomplishments this month too. Look further in the newsletter for details on those milestones as well as comings and goings with some with our hard working instructors. Behind the scenes, I've been conducting a badging audit for Boise Airport. The short message from this is to avoid letting your badge expire! The VA program continues to come into focus. Not to be outdone by BOI, it also required a couple of reports this month too. It is on schedule and will be ready to open to a wider audience about the end of May. This should line up with when our instructors will be ready to take on new students. Our 141 training certificate was renewed this month too! And last, but far from least, a Club aircraft was damaged during a lesson. N4427R encountered a hawk strike on the right wing while in flight. The CFI and student handled the situation with quick good judgment and no further problems. The aircraft repairs are in progress. So, from my seat, it's been an exciting month. I wish you all safe and plentiful flying adventures as summer develops.

*Janna Greenhalgh*

Here are the results from the Annual Meeting

Board of Directors election:

Brett Boesiger	Reed Disney
Nick Hough	Gil Kirkpatrick
Tom Mahoney	Cheryl McCord

There were two write in members that did not receive enough counts to be voted in:

Gail Frasier  
Greg Neu



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Est 1974

**Be Smart, Fly Safe and Have Fun!**

## Accomplishments!



**Isaiah Fee** passed his IFR check ride with examiner Arlyn Miller on 4/10/18 with flying colors! Congratulations Isaiah!



**Liz Morton** passed her commercial and instrument check ride 4/11/18. An accomplished Australian pilot, Liz has been working hard with the support of several Ponderosa instructors to get some of her certificates transferred to the U.S. It's a challenging task to say the least!



Congratulations to **Denis Suljevic** for passing his IFR check ride on 4/17/18. He worked hard with Rick to get this certification and worked hard on the check ride with challenging spring weather!



On 4/19/18, **Rene Coddens** took N7728G for yet another solo flight. Well, it was Rene's first triumphant solo, but 28G knew what was going on! After the flight Rene had a big grin, and Brett taught him the tradition of losing his shirttail. Great work Rene!



## CFI Updates

There is always exciting news going on with our members, especially our instructors. Here are some of the most noteworthy recent changes with our instructors. Their accomplishments will benefit the aviation industry as a whole, and affect their availability for the Club.

Congratulations are in order for **Michael Barnard** who has been hired by Delta Airlines! He is transitioning as captain at Horizon Airlines to first officer with Delta, and will not be available for a couple months to teach at the club. Actually, he doesn't know where he will be based with Delta and if he will be able to continue teaching at the club. Our loss is Delta's gain!

**Justin Perkins** is having a big year! In early May he is getting married, and in early August he will be starting training as a new pilot for Horizon Airlines. We all wish you the very best Justin! Hopefully he will be able to continue teaching at the Club once the excitement settles...oh, maybe in October? Until August you will still be able to draw upon his talents as a CFI for PAC.

**Jesse Brother** recently changed employment from full time National Guard to full time pilot and CFI at Jetstream Aviation in Boise. For several years, Jesse has been working hard to time this career change. We expect to see him open up on the Ponderosa schedule for primary students a couple of days a week.

**Adam Troutman** just got based with SkyWest in Boise so we hope to see him available on the schedule more in the coming months. It'll be great to have Adam teaching more here again!

Although **William Foote** recently stepped down from instructing for Ponderosa, I can't resist sharing that he too has been hired by Horizon Airlines and has started his training in mid April. We will still see him around the Club, but he may be sporting a brand new white uniform shirt.

### Congratulations to all of you!

With the reduction in CFI resources in the Club, there are two new CFI's learning the ropes with the PAC. When they start showing up on the schedule, they will be part time and focusing initially on Private Pilot training. As they get more familiar with Ponderosa... and MyFBO... they will naturally expand into providing flight reviews and more.

**Mike Aberg** is a pilot for SkyWest Airlines based in Boise with experience teaching at another 141 school, and a degree in aviation training, and, I can't resist sharing, that not only is he an ATP, but also an Eagle Scout.

**Christine Epp** most recently was teaching in New Jersey in Super Cubs and J-3's, conducting tail wheel endorsements, advanced tail wheel, and off airport techniques. Her cardiovascular technologist background seems to line up well with instructing as well as her love of aerobatic flying.

Both of these new Club members have an obvious love of teaching and are looking forward to guiding other members with their learning goals. How fortunate we are to add Christine and Mike to our diverse, accomplished pool of resources in the Club! Please take a moment and welcome Mike and Christine when you meet them.

The Members Area of the web page has a document outlining what instructors can provide for Club members as well as phone numbers. It's always a good idea to call an instructor before booking them for a lesson.

During this CFI transition and training period of a month or so, the Club will be slowing down taking on new members. The CFIs need to be available to work with their active students and recurrency training for existing Club members this spring.

## The Welcome Mat and Operations

### Welcome New Members!

- David Tilton 3/7/18
- Claire Lim 4/5/18
- Raymond Kerr 4/3/18
- Chellie Terry 4/7/18
- Mat Kysar 3/20/18
- KC Leong 3/10/18



### Operations-Fuel!

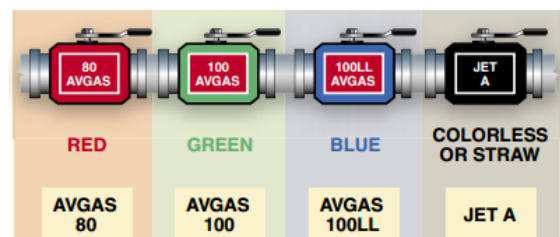
Fuel and Line Help is Available from 1-4 Daily.

This takes care of most of the refueling and aircraft movement needs. With busy summer flying starting, you will likely have help beyond these hours, but take the initiative to check first. Be courteous to your airplane and fellow Club members and put your plane to bed in a manner that you would like to find it. As always, if you fly outside 1-4, plan ahead. If you think you will need help with fuel or moving the aircraft in or out of its tiedown, please ask. We will happily make arrangements to work with you. The aircraft is the pilot's responsibility, but we are fortunate to have resources in the Club to help support our flying experiences.

If you have special reduced fuel requests for weight and balance, get them in as soon as you can so we can help you meet your goals. Because of warmer weather, there a few aircraft that will NOT typically be topped off.

N9099K and N4906J (Arrows) will be filled to the tabs during the summer

N759ZU C-182) will be filled with 30gal/side.





## Upcoming Events!

### Rusty Pilot Seminar presented by AOPA and hosted by IDT and Ponderosa Aero Club

Saturday May 5th 9:00am to 12:00pm at Ponderosa Aero Club

Instructed by AOPA Presenter Phillip Mandel

"Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in this Rusty Pilot's program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community."

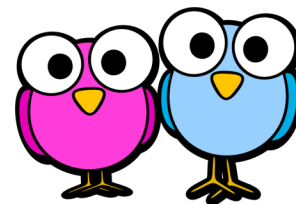
Pre-registration on AOPA web site, key word "rusty pilot" <https://hangar.aopa.org/events/item/52/1215>.

### Aviation Vision by Greg Bodily

May 17th 5:30pm-7:00pm

Ponderosa Aero Club

What does it mean to have 20/20 vision? Will LASIK fix my vision forever? Are laser pointers really that dangerous to pilots? What vision changes might I experience as I get older that can affect my ability to fly? Come find out the answers to these questions and more as Greg Bodily, Club member and Optometric Physician, discusses Aviation Vision with you.



### Joseph, Oregon May 19!



The flyout to Glenn's Ferry was so enjoyable, we'd like to keep the energy going and plan to fly again on the rain day for this event. So...

May 19th we will try again to have a flyout to Joseph, Oregon. Wheels up at 10:00am. Schedule a plane, and if you are a student, your instructor, now! If you would like to join in, but cannot fly, check out the schedule and call someone who has booked a plane to ask if they may have space available. Or you may express your interest to staff at the Club. We will try to hook you up with someone if we can.

### 2018 Summer A.C.E. Academy

June 13 @ 12:00 am - June 15 @ 12:00 am

Hosted by the Idaho Division of Aeronautics and its many wonderful partners, the Aerospace Career Exploration (ACE) academy is a program designed to introduce teenagers to the myriad of careers available in the aviation and space industries. The ACE academy is designed for 13-18 year olds, but parents and teachers are welcome to joins as well to learn alongside our teens.

The event is located at the Boise airport and costs \$60.00 for teens and \$20.00 for parents and teachers. Come out to a great event and help support a crucial and growing industry!

For more information and how to sign up, visit: [www.aceacademy.aero](http://www.aceacademy.aero)

## More Upcoming Events



AOPA Fly-In Missoula June 15 – 16. This event is two days of aviation immersion--workshops, fly-outs, speakers, the Barnstormers party, a lot of airplanes and it is in a fabulous location near Glacier National Park! Friday workshops have been announced and the Saturday schedule is published at <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins/missoula>.

### Mock Ramp Check!

STAY TUNED! We have an offer from an FAA inspector to do an informative ramp check. Have you ever been ramp checked? What can you expect? What should not happen? What is the FAA's goal for a ramp check? This should be a fun, informative event here on the ramp. We just got this offer, so the date has yet to be set. When it is it will be announced on the calendar on our web page as well as emails.



Fun May Events at  
Other Airports!



**Mark Your Calendars!** *The Warm Springs Work Party is going to be held on July 6-8! Fly-in, camp out; it's an annual event that's always a blast! PAC adopted this airstrip many years ago, but more fun than work! Really!*



## It's Thunderstorm Season!!



It's the beginning of thunderstorm season, and one of the greatest dangers to aviation are thunderstorms. When evaluating accidents related with thunderstorms, it became apparent that the dangers associated were not always recognized by the aviators and possible evasive action was not carried out leading to disastrous results.

*The Following are some Do's and Don'ts of thunderstorm avoidance:*

Don't land or take off in the face of an approaching thunderstorm. A sudden wind shift or low level turbulence could cause loss of control.

Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence under the storm could be disastrous.

Don't try to circumnavigate thunderstorms covering 6/10 of an area or more, either visually, or by airborne radar.

Don't fly without airborne radar into a cloud mass containing scattered embedded thunderstorms. Scattered thunderstorms, not embedded, usually can be visually circumnavigated.

Do avoid, by at least 20 miles, any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.

Do clear the top of a known, or suspected, severe thunderstorm by at least 1,000 feet altitude for each 10 knots of wind at the cloud top. This would exceed the altitude capability of most aircraft.

Do remember that vivid and frequent lightning indicates a severe thunderstorm.

Do regard as severe any thunderstorm with tops 35,000 feet, or higher whether the top is visually sighted or determined by radar.

**Bottom line; stay away from thunderstorms, roll clouds, and microbursts!**





## Did You Know?

### Boise Pilot Shop Has New Owner!

Did you know the Boise Pilot shop is now Aviator Supply? The new owner is **Andrew George**. Welcome, Andrew! Thanks for giving our Club members a handy place to purchase their pilot supplies!



### Save 65Whiskey!!

Our Piper Cherokee Archer, N2965W, has been a member of our Club family since 1995.

It's for sale, 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.

Since it first came to 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.

N2965Whiskey! 65W-for sale, sold, for sale again...

N2965W is getting offers. One recently was looking pretty serious which would have taken the plane to California. As for now, if you see the aircraft is on the schedule it is still part of the club. **If you are interested in owning all or in part the aircraft contact Bob Apa (208) 559-4298 or Kevin Hennessey (208) 761-0664.**





## My Story-A Middle Fork Lesson Learned



*by Tom Mahoney*



My grandmother, Anna Mahoney, died in 1987 at the age of 85. Aside from raising 11 children in central Nebraska, she also tended a small fruit orchard. She planted trees in the last years of her life knowing that her descendants would enjoy the fruit for many years. A thousand miles west, Ray Mahoney also grew a fruit orchard. Ray supplied fruit to the miners in the Middle Fork of the Salmon River drainage a century ago. I'm sure both Mahoney's worked hard to maximize their production.

The coincidence of these two people was too much for this Idaho backcountry pilot to ignore. Although no relation to Ray, I wanted to see the fire lookout bearing my surname. So, in mid-June 2007, I decided to fly to the airstrip early in the morning. I calculated two hours' time to climb 3,200 vertical feet. After ascending to the top and taking photos, I noticed a yellow Super Cub doing multiple takeoff and landings on the airstrip. Curiously I wondered why the Cub was taking off uphill to the southwest. That's not a normal procedure. Was the Cub just showing off its short field capability?

I descended in about an hour and arrived at my C-182 in late morning. While I preflighted, I discovered why the Cub was working upstream that day. A downstream wind had arisen and favored the uphill takeoff. While Rick Reiersen's training is always thorough, I didn't recall taking off uphill during my checkout at this airstrip. The other direction was usually much more favorable. As with many things in life, balance is the key. How much wind offsets how much slope? And what about the terrain off the departure end? I decided to employ a backcountry flying rule of thumb: I identified a point half way down the runway and planned to abort if I didn't have 70% of planned takeoff speed by that point. The aircraft weight was well below maximum gross weight and I had about a 10 knot headwind. And I knew that once airborne I could avoid the rising terrain by turning slightly left toward the Middle Fork. I was proud of my Aeronautical Decision Making and decided to go.

I ran through the before takeoff check and bypassed two steps to be completed later. Wise pilots complete a before takeoff check with the aircraft stopped. But backcountry operation presents another consideration. Running an engine up to high RPM for an engine check can result in damage to the grass, sand, or dirt surface. One technique for avoiding this damage is to check the magnetos and prop during the initial taxi roll so the propwash isn't focused on one spot.

*Continued Next Page*

## My Story-A Middle Fork Lesson Learned (cont) *by Tom Mahoney*

I announced back taxi on 122.9, visually cleared for other aircraft, and increased power to start taxiing. My mind was thinking about the "wrong-way" departure as I cycled the mag switch and watched the tachometer and taxi route. Surprise! Immediately ahead of me was a shallow ditch that I had not noticed earlier. I focused intently on taxiing carefully through the depression (a diversion to keep water off the runway?). Successfully past the unexpected hazard, I was quickly at the end of the runway. On takeoff I nervously watched the mid-point reference coming closer but was in the air before it. I felt relieved. A slight turn to the left to clear the hill and I was on my way! Except something didn't seem right.

The engine didn't sound normal. Only about 400 feet above the river and surrounded by rising terrain on both sides, I couldn't think of a much worse place to have an engine problem. A quick glance at the engine gauges and controls for carb heat, throttle, prop, and mixture showed that all were set properly. The mixture was leaned for high density altitude operation but adjusting it slightly resulted in no change in sound. Was my ANC headset malfunctioning? I turned off the noise cancelling feature. Now the engine definitely did not sound normal.

What was happening? I was climbing, and all indications looked normal. And then I saw the problem. The aircraft key was pointing at "Right." A quick move to "Both" and a full complement of magnetos and spark plugs were working. The engine sounded better than the best orchestra I had ever heard.

As I climbed, I contemplated my mistake—I had set myself up for failure. I did not complete the before takeoff checklist. The surprising depression near the runway distracted me while in the middle of the magneto check. I was trying to accomplish too many things at once. I had not finished the mag check and I had not cycled the prop.

While this scenario involved backcountry considerations, distractions can arise from many sources. The key is to be disciplined so distractions won't affect the operation. It's during those times of distractions that checklists are even more important. Completing a checklist might seem laborious, but it's a great way to guarantee everything is set properly. I bet Anna and Ray would agree; complete the checklist and you can safely enjoy the fruits of your labor.





## My Story - Airplanes and Bees

by Gail Frasier

Long ago and far away, when I was the General Manager at PAC, all our aircraft lived out on the tiedowns on the north side of the Boise Airport in front of the Executive Terminal where the Club had its offices. Most of the aircraft had exterior covers to protect the windshield and interiors of the planes. We had a Piper Dakota on leaseback, it had a cover, and it didn't fly much. One morning I was out walking on the ramp doing my daily plane inspections, and I noticed something funny about the Dakota. When I walked up to it, I noticed the cover was covered with a swarm of honey bees! Parked next to it was 65W. It had a suspicious splattering of honey and bee parts all over the spinner, prop, and cowling. There's a story here I says to myself. First things first, we need to get the swarm off the Dakota's cover. Wouldn't you know, it was scheduled the next day. I started by calling extension offices, beekeepers, and anyone with any knowledge of honey bees, as I really didn't want to destroy them. Nobody would help. First suggestion was that they'd be gone the next morning. Nope, next morning they were still there. So, while it was early and cool, and the bees were lethargic, one of the instructors and I went out, quickly unsnapped the buckles on the cover, one on each end, and we yanked the cover off, bees and all, just like that trick where you pull a tablecloth out from under a set of dishes without spilling anything, dropped it on the ground, and we both ran like heck. We crept back slowly, saw that the bees were still groggy and then hooked the tow-bar to the Dakota and moved it to another tiedown. Dakota problem solved, cover problem; not so much. Another suggestion was that we should put the cover in the back of a pickup the next morning really early and take them out somewhere and sweep them off the cover with a broom. Okay, we'll try it. In the meantime, I left the bees on their cover in the middle of the tiedown with some weights on it so it wouldn't blow away. Still hoping they'd leave on their own. Mid-afternoon, the assistant airport manager was out patrolling the ramp and spotted our strange bee covered cover. He took it upon himself to try and solve the problem by grabbing the straps and fastening them to the tailgate of his truck. And drive it down the access road at about 40 mph. I looked out of our office's upstairs window and saw this crazy sight. I got on the phone and yelled at them to contact the guy on his radio and tell him to cease and desist as these covers weren't cheap and he was ruining it! He got the message, disconnected the cover from his tailgate, and drove away. Yup, he left bees, cover and all in the middle of the access road. I'm sad to say that the bees had to be destroyed, the cover was destroyed, and the airport employee got to buy the Dakota a new cover.

Pondering later what had transpired here, we concluded that a swarm had passed through the airport led by a queen, and they had passed through 65W's spinning propeller while it was idling in its tiedown next to the Dakota the evening before. The queen didn't make it, so the rest of the swarm lost its leader and decided to park on the Dakota's cover waiting for further instructions that would never come.

