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Inside This Issue:

<i>Manager's Message</i>	1
<i>Accomplishments</i>	2
<i>Operations</i>	3
<i>Backcountry Flying</i>	4
<i>27R Flying Again!</i>	5
<i>Density Altitude</i>	6
<i>Glenn's Ferry Fly-In</i>	7
<i>Mercury 13</i>	8
<i>Did You Know</i>	9
<i>My Story- G Frasier</i>	10
<i>Upcoming Events</i>	11
<i>More Upcoming Events</i>	12
<i>Even More Events</i>	13

Manager's Message

Reflecting on Enrichment.

One of my goals as manager is to provide aviation opportunities in addition to the primary flying mission of the Club. As I approach one year in this position, I have not seen an end to resources I can share with you. We have such an amazing group of people in the Club that can offer expertise as well as so many opportunities close at hand that I frequently have to pick and choose. Tower tours, TAF writers, fly-ins, night currency, the winter party, backcountry ground school; all recently offered. Plane wash, camping/fly-in, ramp check; all to come soon, and many programs in the works.

This past month AOPA provided a Rusty Pilot Seminar which over 30 people took advantage of. It was an outstanding program that took participants through a real flight scenario from beginning to end, posing decision making questions and teachable moments. Two of the pilots who attended the presentation are flying with Club instructors now.

Greg Bodily's program on vision was exceptional. We frequently take our sight for granted until questions arise. What I took away from his program was a better understanding of not only how vision works, but some of the common problems that we all encounter; life options with these challenges, and how they relate to aviation. Greg's connection with the audience made for an engaging evening well worth our time. The airplane pictures in his presentation were cool too!

I am glad that many of you are able to take advantage of enrichment opportunities. It's one of the perks of being part of the Club which make you a better pilot. I will continue to aim to offer one or two opportunities a month for the Club. If you have something that you would like to learn more about, do as a Club event, or share, please let me know. Ponderosa Aero Club is for you!

Janna Greenhalgh



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 Boise, ID 83705
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Accomplishments!

Congratulations to student pilot Mat Kyser who soloed 28G for the first time May 9th at KBOI!! He's been working hard commuting here from Portland to work with Adam

Troutman and CFI Brett Boesiger. Great job Mat!!



Congratulations to K.C. Leong!

He made his first solo flight in N2171Y, PA28-181 on May 28, 2018 at KBOI!

His instructor is Rick Reiersen.



Travis Shelton, New Tailwheel Pilot! 5/8/2018

Travis received his tailwheel endorsement in C172TW N5700R. His instructor was Rick Reiersen



Congratulations to Brett Boesiger who recently interviewed and was offered a pilot position with Horizon Airlines! He has not picked a start date yet, but late summer is likely.

Welcome Mat and Operations

- Chellie Terry 4/7/18
- Leah Davidson 4/17/18
- Christine Epp (INSTRUCTOR) 4/20/18
- Mike Aberg (INSTRUCTOR) 4/27/18
- Heidi Zschach 5/2/18



Door Code!

The door code to the Ponderosa building will be changed the morning of June 30th. Look for the new code on your bill. If you did not get a bill and need the door code, contact the Manager, or staff members.

Did You Miss the Backcountry Ground School in April?

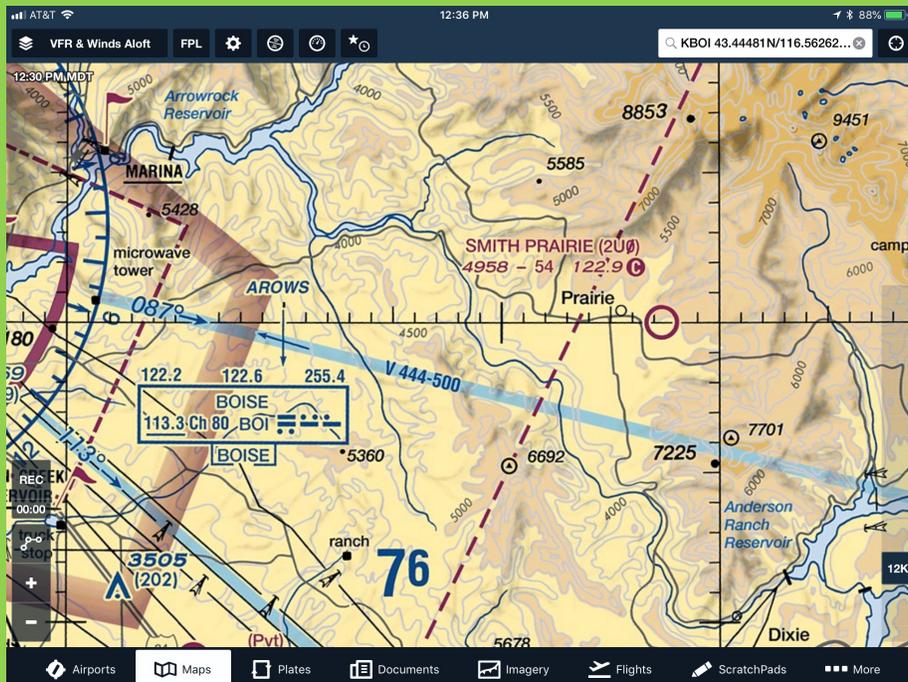
Still want to attend it because either you will be checking out in the backcountry this summer, or just plain want to attend this amazing ground school and absorb necessary info on mountain flying? Let Janna know, and perhaps she can scramble a second group ground school with Rick!



Backcountry—You Know You Want To!

The Beauty of Backcountry Flying

On May 24th Chellie Terry rode along as David Keil received backcountry training from Rick Reiersen in N759ZU. The Cessna 182 is being enjoyed by several Club members in the backcountry now. As a primary student, Chellie was able to enjoy this experience as a passenger. Camera in hand, she was able to leave all of the stress of learning to David.



Cessna N4427R is Flying Again!



Below is an account of a recent bird strike during a training flight with student pilot **Brandon Watts** and his instructor **Brett Boesiger** in N4427R. Board Member Cheryl McCord interviewed Brandon, and got some of his impressions. Striking a large bird in flight can be startling and potentially an inflight emergency. Brett and Brandon reacted quickly and with great teamwork, avoiding escalating the situation. They utilized resources at their disposal and returned the aircraft safely to the airport. Their training kicked in, and they did the right thing; **fly the plane!** Aviate, evaluate, navigate, communicate. After the event, they again took appropriate action by communicating to the Club manager and aircraft owner. The damage was evaluated and appropriate reports initiated. I hope you all can benefit

a little from it. Cessna 27R is Flying Again!

"The right wing on Ponderosa's 27R is now repaired. The wing was damaged in a bird strike on March 29. The pilot was new student Brandon Watts flying with his instructor Brett Boesiger.

Brandon was on his fifth lesson with Brett in the SW practice area. They were practicing S-turns at about 1000 feet AGL. As Brandon was pulling the plane out a 30-degree bank there was a sudden BANG! The plane jolted and they looked around. A large hawk was falling, wings back, about 25 feet behind and to the right of the plane.

Brett immediately took the controls. The plane was yawing a little to the right, but still controllable. They could see a dent in the underside of the leading edge of the right wing. Brett kept the speed up not knowing the extent of the damage. He looked for an emergency landing site in case they needed to land sooner and called ATC.

Brett felt there was no current emergency, but ATC treated it as such and gave immediate clearance to land with a short approach. The rest of the way to the airport, both Brett and Brandon kept looking out at the wing and the plane seemed to be holding together and flying ok. For the short approach landing, Brett decided not to use flaps due to the uncertainty of their condition and how the plane might react. They passed over the tower, landed long, and the controller congratulated them on landing safely.

Once they landed they could see that the dent was much larger than they had been able to see from the cockpit. At the hangar, Brett reported to Janna that they just hit a sky hawk with a Skyhawk. Brett and Janna coordinated with the owner, ATC, and the insurance agent.. Brett also completed the FAA Bird/Wildlife Strike Report.

Epilogue:

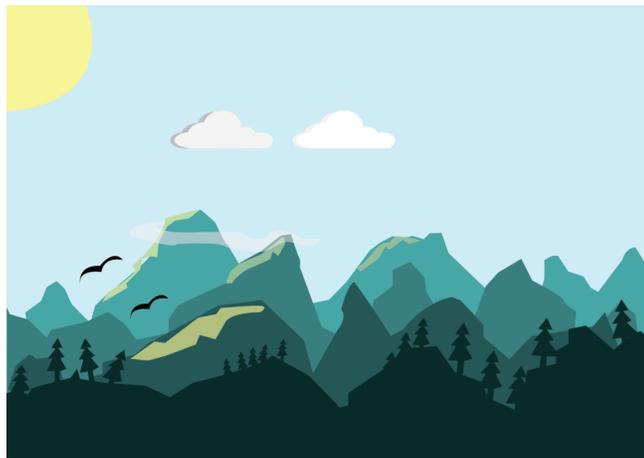
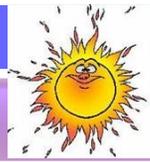
The wing on 27R has been repaired and the plane is flying again. The repair consisted of removing the wing, replacing two ribs forward of the spar and about 6 feet of leading edge skin. Fortunately, the main wing spar itself was not damaged.

Brandon took his sixth lesson the next day after the bird strike in 28G. He says his perspective has changed. He better understands the importance of situational awareness and looking outside. He also appreciates the emergency landing practice because the unexpected can happen.

Ponderosa did not charge Brandon for the insurance deductible as the bird strike was unavoidable."

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

Density Altitude!



Density Altitude! As the temperature heats up, it's time to give thought to density altitude. It's very real, people!

What Is Density Altitude?

Density altitude is pressure altitude corrected for non-standard temperature. As temperature and altitude increase, air density decreases. In a sense, it's the altitude at which the airplane "feels" it's flying.

How Will High Density Altitude Affect Flight?

On a hot and humid day, the aircraft will accelerate more slowly down the runway, will need to move faster to attain the same lift, and will climb more slowly. The

less dense the air, the less lift, the more lackluster the climb, and the longer the distance needed for takeoff and landing. Fewer air molecules in a given volume of air also result in reduced propeller efficiency and therefore reduced net thrust. *All of these factors can lead to an accident if the poor performance has not been anticipated.*

Tips for Flying in High Density Altitude Areas

Fly in the evening or early in the morning when temperatures are lower.

Call a local instructor at your destination airport to discuss density altitude procedures at that airport.

Before flying to a high-elevation airport, know whether your aircraft climbs more efficiently with the first increment of flaps. Many aircraft do, but results vary and that first notch of flaps may add more drag than lift.

Be sure the aircraft's weight is below 90 percent of maximum gross weight.

Don't fill the tanks to the top (see previous tip).

Fly shorter legs and make extra fuel stops (tough suggestion to accept, but it results in less exciting takeoffs).

Be ready to ferry one passenger to an airport with a lower density altitude, then come back for the other. If you are unsure of conditions, fly around the pattern once alone without baggage to test your aircraft's performance.

Have 80 percent of your takeoff speed at the runway's halfway point, or abort. That means having 48 knots IAS in a Cessna 172 at the halfway point.

Think of it this way; Smiley Creek Airport's field elevation is 7206'. For the sake of this argument, let's round that out to 7500' just to make the math simple. Standard temperature lapse rate is 2 degrees Celsius for every 1000' above sea level. At sea level, the standard temperature is 15 degrees C or 59 F. So, standard temperature, or the temperature where the plane "feels" that it actually is at 7500' is 0 C or 32 degrees F! So the plane "feels" that it is at 7500' when the temperature is at freezing! I know I just said that twice, but think about it; if it is 60 degrees F at Smiley Creek, well, that doesn't sound too warm, does it? Not factoring in non-standard pressure or humidity, the airplane "thinks" it is trying to take off from around 9300'. Think about that!!!



Mercury 13!



Netflix recently released a documentary titled "Mercury 13", exploring the history of women who went through the astronaut program in the 60's. This interesting bit of little known history has a special connection with our local aviation community. During the making of the documentary, our instructor Jamie Boesinger was hired to fly one of the Mercury 13 astronauts, Wally Funk out of Nampa. If you watch the documentary or trailer, you will see Jamie's right arm in 28G with Wally. A fair amount of the filming was done at the Tower Grill at the Nampa airport so you might recognize that too. You just never know where your aviation adventures will take you. Make the most of it!

Jamie:

"I was involved for a day in Boise in the filming of Mercury 13. I was lucky to be paired with Wally Funk who is a force! She and I flew 28G in the south practice area and in the pattern. She was in the right seat as instructor, and had me perform stalls, steep turns, lazy eights and touch and go's. We had a film crew in the back of the airplane filming. Once on the ground, we spent two hours talking about various aspects of aviation. Wally is a dynamic and positive person. We have written each other since then and I found her inspiring. Filming the day took about 5 hours total. It was strange but a fun new experience. I was honored to be a part of it!"



Members of the First Lady Astronaut Trainees (FLATs, also known as the "Mercury 13"), these seven women who once aspired to fly into space stand outside Launch Pad 39B near the Space Shuttle Discovery in this photograph from 1995. The so-called Mercury 13 was a group of women who trained to become astronauts for America's first human spaceflight program in the early 1960s. Although FLATs was never an official NASA program, the commitment of these women paved the way for others who followed. Visiting the space center as invited guests of STS-63 Pilot Eileen Collins, the first female shuttle pilot and later the first female shuttle commander, are (from left): Gene Nora Jessen, Wally Funk, Jerrie Cobb, Jerri Truhill, Sarah Rutley, Myrtle Cagle and Bernice Steadman.

On the far left is Boise's own, Gene Nora Jessen; author, pilot, past International President of the 99's, and owner of Boise Air Service for many years. Here is a good interview with Gene Nora. <https://www.boiseweekly.com/boise/gene-nora-jessen/Content?oid=10843396>

Fly-In to Glenn's Ferry

by Sharki Kontra

Those of us who have lived in Boise long enough know that typical weather cannot be predicted. Residents often say, "If you don't like the weather now, wait two hours". Every season, the temperature and conditions are different than the year before. For that reason, we plan a Spring Fly-in and wait to determine whether we can fly west to Joseph, north to McCall, or west to Glenn's Ferry. This year, Mother Nature made a trip to Glenn's Ferry possible on Saturday, April 28th. The skies were clear and the turnout included 5 aircraft, each filled with passengers eager to have lunch at the Crossings Winery, which is only a 20 minute walk from the airport.

Doug Phillips was the pilot in Piper Cherokee N2171Y, and he brought student pilot Zach Ravlin along for the ride. Cessna 172 N2863E was piloted by student pilot Conrad Kensington and CFI Brett Boesiger and two of Conrad's children, Athena and Carson, enjoyed lunch away from home. Janna Greenhalgh flew her own plane, a 1946 Piper PA-12 Super Cruiser, and student pilot Mike Lewis flew with her. Pilot member, Cheryl McCord recently purchased a sweet 1980 Cessna 172XP with 210hp. Her husband Bill, who owns a Cessna 185, sat on the right side this time and enjoyed the view. Finally, Piper Arrow N9099K piloted by Sharki, carried her friend Squeaky Jen, student pilot Boo Carter, and her son Axl.

Not everyone stayed for lunch at the restaurant; some folks took a walk around the grounds and brought a picnic lunch. Some headed back to Boise or continued east to Shoshone Falls.

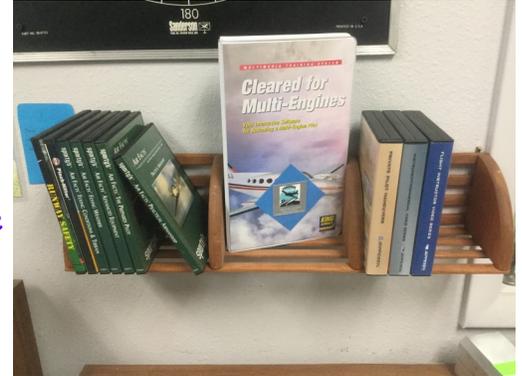
If you missed this fly-in, Ponderosa will schedule another one this Fall; stay tuned for the date! If you're a student, you can schedule an instructor, or fly as a passenger and observe how to navigate and communicate in class G airspace with a fleet of other planes.



Did You Know?

Ponderosa Library!

Did you know? We have a new resource for Club members! PAC now has a small collection of flight training DVD's available for active members to borrow. They can be found upstairs in the training room. You may watch them at the building or check out to take home. Check out limit is three days. Just fill out the old fashioned library check out card and leave it in the blue (sky) envelope on the wall. Good pilots are constantly learning!



Save 65Whiskey!! Please!

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 and have her explain all the advantages of owning a leaseback aircraft. It might work for you and it definitely helps our Club!

SAVE 65Whiskey! 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, do not hesitate. Contact Bob Apa (208) 559-4298 or Kevin Hennessey (208) 761-0664 and express your interest.





It Was A Dark and Stormy Night - by Gail Frasier

Back in the mid-70's, I was a low time private pilot who would climb onboard just about anything that flew with anyone who could fly it. That wasn't always the best of ideas. One night I was in Eureka, CA with a pilot in a Piper Turbo Arrow. We took off just at sunset and headed toward Hailey, Idaho.

He and I had had a few other hair raising flights, such as a Cessna Turbo 207 that we had put a total of 10 gallons onboard in Lake Tahoe (because their fuel was expensive) and headed toward Boise, where in route we hit a line of thunderstorms but barreled through them as the fuel gages were bouncing off empty and there wasn't any fuel to be bought any closer than Boise. Made it to Boise, but again only took on 10 gallons. Yeah, crazy. Well, there was a storm cell with snow showers parked over the Hailey airport that prevented us from landing when we got there, and we turned around and headed to Fairfield, where we landed and waited out the weather. Trouble is, there was so little fuel, that on our return lap back into Hailey, he flew while I had my hand on the fuel selector in case that big engine coughed. It didn't, but not having enough fuel isn't a worry you need to have. There's plenty of others.

On that night out of Eureka, we ended up on top of an overcast as we headed toward Idaho. Have you ever heard of "auto-rough"? That's when it's really dark and there's mountains underneath you and you start to imagine the engine running rough. That's what I heard. But it's going to get better yet. It was quite late by the time we got close to Hailey. Did I mention we were VFR? That's important to this story. We were just about to Fairfield when all of a sudden we flew into a cloud. A cloud full of snow. When you have the landing light on and you fly into clouds full of snow or rain, it makes this effect I call warp speed. In the Star Wars/Star Trek movies, when they go to warp speed, the stars all blur at first, and that's what it looks like to have your landing light on in the dark in a snow squall. So, we descended enough to pop out of the bottom of this cloud. One other detail you need to know. Back then, Hailey didn't have runway lights. Well, they did, but they were owned by the airline and they only turned them on for their use. Not for ours. We knew this. What the locals did at night was to line up between a ranch light on the south end of the runway and a light at a motel on the north end. Crazy, eh? As we got closer to Hailey, it started raining very hard. We saw those two lights though and descended toward them. The pilot told me to turn on the landing light and then let him know when I spotted the runway. Unfortunately, turning on the landing light in the rain produced that warp speed view again, which means all you see is blurry stars. Off was better, but still no runway. Then I saw the lights on the hangars go by at eye level, and still no runway, so it was time to go around. Now, two things you need to know. You Idaho pilots probably already know that the Hailey Airport is in a canyon between two mountain ranges that heading north narrow down and continue until Galena Summit and the Stanley Basin. The second thing is the landing gear system of Piper Arrows. They have a system that, attached to the air-speed, is trying to keep people from landing gear up. So, if you get too slow, the gear freefalls, down and locked. Back to our go around; pilot punches the throttle and we start climbing, then retracts the gear. But we're going too slow and the gear drops back out again; but just one side, and as we yaw and climb, we pop into the overcast just on the north side of the airport, right over the town of Hailey. Pilot shoves the nose down, drops the left wing and we see light out of the bottom of the cloud that is a fast food restaurant underneath us. I can still see that light glowing. As we do a turn-around-a-point over that light, he rolls wings level heading south back over the runway, staying under the overcast, and raises the gear again. Just south of the airport, he said, want to try it again? Guess what my answer was. We headed to Twin Falls, plowing in and out of snow squalls all the way down the highway to the south. And people wonder why I don't like flying single engine planes in the dark. In the mountains. In bad weather. A very old pilot once told me that if I wanted to survive in this business, don't ever fly single engine planes at night. Don't ever fly single engine planes IFR. And don't EVER EVER fly single engine planes IFR at night. I didn't tell him about this night.



Upcoming Events!

Gunfighter Skies Air & Space Show

June 2-3, 2018

Attractions:

U.S. Air Force Thunderbirds Demonstration Team, Wings of Blue - U.S. Air Force Parachute Team, ACC F-22 Raptor Demo Team, Tora Tora Tora Airshows, and more.



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 join 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

Ponderosa Plane Wash Party!!

Plane washes for the Club are on Saturday June 23, then again in the fall, Saturday, September 8th. All members are invited to come get our fleet clean. Rally at 9am and clean until your fingers get too soggy. Hamburgers on the grill at noon and feel free to bring something to share potluck. Cleaning the aircraft makes them go faster, look better and is a great way to learn more about all of the parts and pieces that make it possible to fly.



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.

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!**



Even More Events!

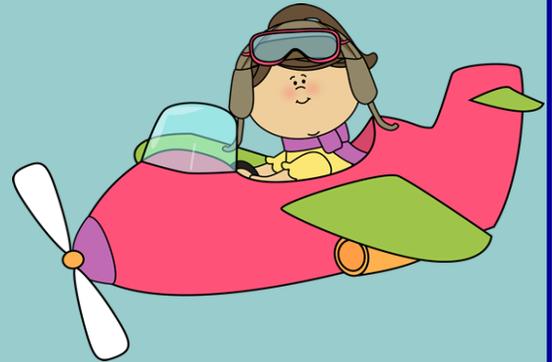
Delta Aviation Boise is pleased to offer displays and demonstration flights in Montana, Idaho, and Utah during June. Whether you're looking for the 7-seat Jet-A turbo-diesel Diamond DA-62, the speedy 4-seat twin-turbo Mooney Acclaim, or the sporty 2-seat turbo Tecnam Astore LSA, Delta has them all. **Events:**

June 15-16 AOPA fly-in at Missoula KMSO. Diamond DA-62, Mooney Acclaim, Tecnam Astore LSA static display. Demos available Sunday June 17 and Monday morning June 18. <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins/missoula>

June 18-20 Delta Aviation at Boise KBOI Jackson Jet Center. Diamond DA-62 display and demos available late Monday afternoon June 18, all day Tuesday June 19, and Wednesday morning June 20. <http://www.deltaaviation.com/>

June 22-23 US Aircraft Expo at Salt Lake City KSLC Keystone TAC Air. Diamond DA-62 and Tecnam Astore LSA demos available in advance of the show Thursday morning June 21 followed by static display at the show. <https://usaircraftexpo.com/>

If interested in this opportunity, contact Sharki: 714-609-4233 acesharki@gmail.com



2018
July 13-14
 Joseph State
 Airport (KJSY)

Wallowa County Fly-In

Fri. July 13
Banquet @ 5:30pm
Buy Tickets Online!

For more about the event & pilot info
WallowaCountyFlyIn.com
 541.263.2793

Sat. July 14 Admission \$5 7am-2pm
 Airshows, Static Displays and
 Educational Hangar

Pancake Breakfast 7-10am
\$10 + Admission
 (12 & under eat free)

Northeast Oregon Aviation Foundation
 Advancing Aviation Education in Wallowa County Schools

Be Smart, Fly Safe and Have Fun!