

Aerotalk!



September 2018

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Volume 1, Issue 12

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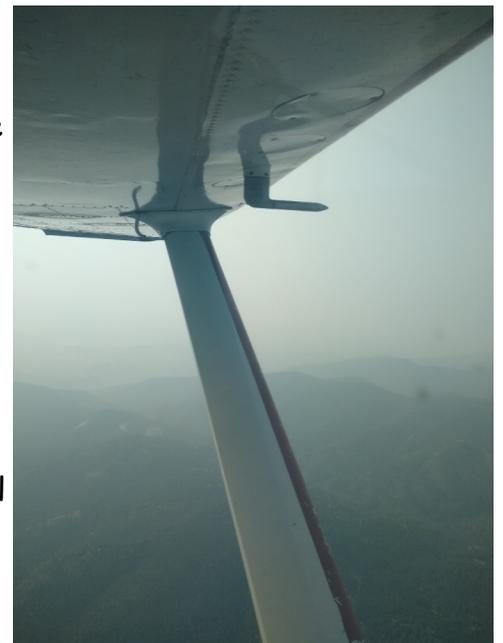
Manager's Message

Finally! The smoke has cleared. The first part of August was grim. The visibility was often low enough to ground flights. This past week has made up a lot for the first part of the month with clear skies and beautiful flying conditions. I hope you are able to come and enjoy some of it! Even though flying has been quiet, there has been a lot going on internally with the Club this month. We have instructors coming and going. Many students have had to roll with instructor changes and several have been waiting for the smoke to clear to finish up their training. The Board of Directors and I have been discussing and coming to final decisions on the important topics of Club rate changes, and I continue to work with MyFBO about the issue with June's billing. In the grand sense of things, though, the only thing worth remembering can be found in the newsletter's accomplishments section. Take a look below at some big aviation history that took place in August of 1910.

We have a couple of fun things coming up with the Club that I hope you can take advantage of. Next week is the plane wash and swap meet. We will have burgers and help from the Civil Air Patrol. The National Weather Service has organized a WINGS program for pilots that will be given this month and there are many scholarship opportunities for you to check out.

I hope that you all have a wonderful and safe September and that you find a chance to fly.

Janna



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Boise, ID 83705
208-344-5401

Welcome Mat, History, and Still Saving 65W

Welcome New Members!

- Heidi Glenn 8/8/2018
- Alex Macdonald 8/10/2018



A Little August Aviation History

8 August 1910 (USA) — The first aircraft tricycle landing gear is installed on the United States Army's Wright airplane [isn't it interesting that tricycle gear is still regarded as a late-comer to aviation even though it was only only seven years after the first flight]

17 August 1910 (France/England) — The first English Channel crossing by an airplane with a passenger is made by John Moisant who takes his mechanic in his two-seater Blériot on the flight from Calais, France to Dover, England.

27 August 1910 (USA) — Radio is first used to send messages between the ground and an airplane when James McCurdy both sends and receives messages from a Curtiss biplane at Sheepshead, New York, using an H.M. Horton wireless set.

(www.skytamer.com Aug 2018)



Chairs!!



Santa Claus came to the Club in August in the form of Club member **Paxton Quiggly**, bearing a dozen beautiful chairs from the donation supply from his work. Thank you so much Paxton!! We are all enjoying the luxury of these "new" chairs at the Club.

Save 65W!! 65W is still for sale and we need to keep it in our family. Please consider buying all or part of this sweet plane to save it from leaving home.

If you are interested in owning all or part of the aircraft, do not hesitate. Contact Bob Apa (208) 559-4298 or Kevin Hennessey (208) 761-0664, and express your interest.



Accomplishments

Brandon Watts solos! On August 13th, Brandon left instructor Mike Aberg at the Nampa airport to take N4427R in the air alone. Nice work Brandon!



Congratulations to **Conner Tolley**, who passed his Private Pilot Check Ride in a C172 on 8/29/2018. His examiner was Greg Herbert and his instructor was Brett Boesiger and and Rick Reiersen. Connor made the bold decision to not fly during the first scheduled check ride date due to low visibility from smoke. Nice decision making!



Operations

Instructor Status

With a mix of dedication to the Club and balancing other life priorities, we have a lot of change going on with our instructors these days. In all, our top priority is to keep the current members and students covered. We are in the process of hiring an instructor or two so watch for those additions to the schedule.

Mike Aberg-has been instructing for the Club for about three months. Although he's working out great here he has found that balancing his Skywest schedule with the Club has been more difficult than he expected so he is off of our resource schedule as of September 1.

Jamie Boesiger-local wonder pilot has a very busy life. If you have had the pleasure of flying with her you know that she not only is an outstanding instructor, but has a lot to juggle on her schedule. She doesn't feel that she is being fair to the Club members or herself because of need to balance her other obligations. She will not be off of the Club schedule October 1.

Michael Barnard-Is settling into Delta Airlines and is looking forward to teaching at the Club again. I'm thrilled to have him back with the Club! He is back on the schedule and getting phone calls already. Welcome back, Michael!

Who else is there? **Rick Reiersen, Steve Bower, Adam Troutman and Mike Palmer.** Stay tuned for an addition or two in months to come.

Dues and Flyback Credit Change

Starting **October 1st**, the monthly dues will be increased to \$95/month for active members.

The flyback credit will increase to \$30/month, resulting in monthly dues of \$65, if you fly in a given month.

This increase has been carefully evaluated by the board and myself over the past couple months in an effort to keep the Club strong. This rate increase will improve the Club budget and still keep us below the price of any other flying opportunity in the area with similar resources. Would you believe that it has been nearly twenty years since any of the dues have increased in the Club? You will see the increase on the bill generated at the end of October. Associate members who have been with the Club greater than five years are charged an annual fee equivalent to one month's dues to keep their membership intact. This annual fee will reflect the rate increase.



Your MyFBO Profile

ALL MEMBERS: Please update your Profile and Emergency Contact information in myFBO. Current information for each member helps Ponderosa staff communicate with us.

Here is how to make the updates:

- 1) Log into your myFBO account
- 2) Go to **Profile** tab
- 3) Click on **Contact Information** - either
 - on the ribbon near the top
 - or on the icon below



- 4) Update your **Profile Information** as needed

Personal Profile Update

Name and Organization

Salutation:

First Name:

Middle Initial or Surname Prefix:

Surname: Contact Ponderosa Aero Club for Surname changes

Suffix: (Jr., Sr., etc.)

Organization:

Physical Mailing Address

Street Address:

Address (cont):

City:

State/Province:

Zip/Postal Code:

Address Country:

Telephone Information

Work Phone:

Home Phone:

Cell / Pager:

FAX:

- 5) Continue to update your information as needed
- 6) Please make sure you have current **Emergency Contact** information
- 7) When complete, Click **Update Personal Profile**

E-Mail Information

Primary E-mail: (Can also be used as login ID code)

Secondary E-mail: (For additional notifications.)

SMS Shortcut
To send short messages via secondary e-mail for cell phone delivery, select carrier below to insert cell number into secondary e-mail address

Short Message Service (SMS):
Carrier:

Use short messages: Yes No

Additional E-mail Addresses:
(separate multiple addresses with semicolons)

Additional Billing-Only E-mail: [Click here to view / update](#)

Important Notice to Users
Ponderosa Aero Club will not send e-mail that you do not wish to receive. Set your e-mail options below. **Please DO NOT use the SPAM button in your e-mail reader.**

E-Mail Enabled: Yes No e-mail at all

Include: Reservation Confirmation and Cancellation (required when e-mail enabled)
 Reservation Reminders
 Reservation Reminders to SMS address (sent at 20:30 local time / 2:30 UTC)
 Expiration Notices (medical, flight review, currency, sent twice monthly)
 Transaction Receipts
 Broadcast E-Mail

Emergency Contact Information

Emergency Contact Name:

Emergency Contact Phone:

Janna held a myFBO training session Friday, August 17, to demonstrate features and processes for scheduling, dispatch, check in and logging aircraft squawks. The group attending discussed questions and shared best practices for navigating within myFBO.

If you have any questions on updating your Profile and your Emergency Contact information or any other myFBO question, please let me or Janna know.

Also, if you have myFBO tips and tricks that would be helpful for all of us, please send a message so that we can share them with other members.

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



Did You Know?

Garmin Simulators!

Did you know that you can download free Garmin simulators for your desktop or mobile device? Most of the Club aircraft have Garmin 430's. It's expensive to "learn on the fly" so check out the free resources online if you haven't already.

Put the search words "Garmin 430 simulator" (or whatever Garmin you are looking for) in a search engine. WAAS is an available option too.

Look for the Garmin.com web site results for a desktop program. It should be the first one or two results.

There are a few good mobile apps out there too, so be sure to check them out. Voila! Push buttons to your heart's content and enjoy free learning!



MyFBO

Not Secure!?!?

Some of you have commented on a "not secure!" note that pops up on some pages of MyFBO. This is prompted by the browser, most notably Google Chrome, flagging sites that are not launched as HTTPS as "not secure." The security of MyFBO has not been compromised or changed; it is just the browser's treatment of the site. MyFBO is an encrypted program. The developers at MyFBO are working on changing the additional paths to eliminate the browser generated warnings. They anticipate that it will be changed over in about four months. Why so long? This programming task is lower priority to operational jobs as MyFBO since security is not in jeopardy.



Scholarships!

The 2019 WAI Scholarship Program is Now Open.

Scholarship awards are a major benefit of membership in Women in Aviation International, and they help members reach their goals and advance into the aviation and aerospace careers that they have always dreamed about. A total of \$695,500 was awarded in 2018, bringing the total scholarships awarded since 1995 to \$11,495,581.

Applicants must be a member of Women in Aviation International by November 1, 2018, and may apply for up to three scholarships. Internships are not included in the three per member scholarship limit.

Please note that the Women in Aviation International is not a gender biased membership. WAI has become the largest organizer of scholarships for aviation spanning from individuals like Martha King and Chuck Yeager, to corporations like Boeing, Jeppesen, and American Airlines. Scholarships for every facet of aviation are offered. I encourage all Ponderosa Aero Club members to further their training. Have fun flying and learn something new!



Idaho Aviation Association Scholarships!

The Treasure Valley Chapter of Idaho Aviation Association is offering five scholarships that will be awarded over the next twelve months in the amount of \$500.

Applicants must be Idaho Aviation Association members.

Money must be used for backcountry training. Yes, you may use this in the Club!

For more information about scholarships or Idaho Aviation Association, check out their web site www.idahoaviation.com or contact Ron Graff at graffr59@gmail.com or Nadine Burak at info@idahoaviation.com



How To Pick The Best Cruise Altitude For Your Cross Country

by Colin Cutler

You're planning your cross country, and the all-important question comes up: what altitude should I file? Here are seven things you need to be thinking about before you pick your cruise altitude.

1) What are the winds doing?

It's usually the first thing that comes to mind: where are the winds? After all, the last thing you want to do is buck a 40-knot headwind. That's where tools like ForeFlight's winds aloft overlay come in. By dragging up and down on the altitude selector, you can get a quick look at how strong the winds are aloft.



2) What are my available altitudes?

Next up, you need to make sure you're flying at the right altitude for your direction of flight. According to FAR 91.159, if you're more than 3,000 AGL, you need to be flying an odd-thousand MSL altitude +500 feet on a magnetic course of 0-179. And if you're flying a magnetic course of 180-359, you should fly an even-thousand altitude +500 feet. An easy way to remember this is the phrase "East is odd, West is even odder."

3) Is there anything out there I could hit?

How do you make sure you're clear of terrain and obstacles on your route? If you're flying VFR, one of the easiest ways is to open your sectional chart and look at the MEF (Maximum Elevation Figure) altitudes for your route.

The MEF is the bold blue altitude, in hundreds of feet MSL, listed in the middle of each quadrant of your sectional. That altitude guarantees you at least 100 feet (up to 300 feet, in some cases) of clearance from all terrain and obstacles in the quadrant.

As long as you pick an altitude above the MEF, and your chart is current, you can rest easy in knowing that you're not going to hit something sticking out of the ground.

4) Can my plane get to that altitude?

You need to be practical with your altitude choice. If you're flying a short distance, it doesn't make sense to spend the majority of your flight in a climb.

That's where your aircraft's Fuel, Time and Distance to climb chart comes into play. For most aircraft, your time-to-climb is pretty linear, but if you're flying a normally aspirated airplane above 10,000 feet MSL, your climb rate can start dropping off significantly. On top of that, you're burning extra fuel in a climb, and flying a slower indicated airspeed too.

Continued next page

How To Pick The Best Cruise Altitude For Your Cross Country, *continued*

But the opposite is true when it comes to true airspeed. The higher you go, the higher your true airspeed. The rule-of-thumb is that you gain 2% of true airspeed for every 1,000 feet you climb, and that can make a big difference. Consider this: if you're flying at 140 knots indicated at 5,500' MSL, your true airspeed will be roughly 154 knots. But if you fly the same indicated speed at 11,500' MSL, your true airspeed shoots up to 170 knots. That's a gain of 16 knots, which is a big difference, especially on long flights.

5) Am I going to have airspace problems?

There's controlled airspace, special use airspace, and just about every kind of airspace you can think of listed on sectional charts.

Fortunately, tools like ForeFlight can help you navigate around tower controlled airports and special use airspace along your route. But there's another way to make life easy on yourself: simply climb above it.

If you climb above 10,000 feet MSL, you've all but guaranteed yourself clearance above tower controlled airspace, even Class B. There are a few exceptions, of course, like the Denver Class B that extends up to 12,000' MSL, but those are few and far between.

Unfortunately, the same can't be said for restricted areas and other special use airspace, but a quick check on your sectional chart or ForeFlight can clear up any questions about that.

6) Where are the clouds?

On most flights, you need to contend with at least some weather. And Mother Nature isn't always cooperative when it comes to flying.

That's where your METARs, TAFs and PIREPs come into play. When you're checking the clouds, think about coverage and altitude. If you're looking at few or scattered clouds, climbing above them might be an option, but if there's a broken layer along your route, it's probably best to stay below it.

Also, remember that METARs and TAFs list cloud bases in AGL, not MSL. You'll need to do some math to figure out where the bases will be to maintain your VFR cloud-clearance requirements.

7) Is it going to be a smooth ride?

There's one final consideration, and it's quite possibly the most important thing: are your passengers going to be comfortable on the flight?

If you're getting bounced around because of turbulence, your passengers might not be very impressed. One place you're almost guaranteed to find turbulence is around shear layers in the winds aloft. While you obviously want to consider your headwind or tailwind along your route, you also want to make sure you're keeping yourself clear of any significant shear layers aloft. Unless you want to pack extra sick sacks for your passengers, it's a good idea to be on the lookout for the "smooth ride" altitudes, along with the favorable winds aloft.

Picking The Best Altitude

There's a lot to consider when you're picking your cruise altitude. But if you're thinking about obstacles, your plane's performance, and the weather and winds along your route, you'll have a smooth flight, and hopefully some happy passengers as well.

My Story- Me and My Stinson

by Gail Frasier

It was 1977, and I was a newly licensed pilot working at Western Sky Aviation and flying out of the Hailey Airport (KSUN). I met a lot of interesting people working at the FBO; celebrities were in and out all the time. And lots of fun aircraft; the 70's was a golden era for general aviation; look at how many planes we're still flying today that were made during that decade! One day I met a fella who was a school teacher from Mountain Home who owned four aircraft; he was also a flight instructor. He owned two Cessna 150's and two Stinsons. It was getting on toward winter, and he told me his aircraft would be sitting unused all that season, and he'd really like one of his Stinsons to get some use. It was a dream come true; he said he'd check me out in the 1948 Stinson 108-3 Station Wagon and leave it for me to use and care for all winter. Wowee!



So I began my tailwheel training. That airplane had this wonderful old leather and oil smell that I can almost smell today. It was a four place plane with a 160 hp Franklin engine. Every landing this guy had me do was a wheel landing (where you land on the front two wheels and keep the tail up as long as possible). I never did learn how to do a three point landing in that plane. I don't know why. During part of my training, I went to Mountain Home and the project that day was to fly the Stinson to Buhl to get some work done at a shop there. There was a low overcast, but off we went. The overcast started dropping lower and lower until we dove down into the Snake River Canyon. I could see that the clouds were now sitting on the canyon rim above us. Um; gee, I don't like that. We came around a curve down in the canyon and the clouds had descended all the way to the water forming a wall of cloud, so Buhl was out, and we did a 180 in the canyon to head back to Mountain Home. He decided to climb out of the canyon and we did some serious scud running across the farm fields in the soup. When I questioned how prudent that was, he said we could land in one of those fields if we had to. Umm. Yeahhhh.

Shortly thereafter, he felt I was safe, and he left the plane with me in Hailey, and I spent a couple of months loving and flying and removing snow from my little bird. One evening, one of our flight instructors asked if I would give him a ride in the Stinson to Gooding to pick up a TV. The sun was setting as we landed. Soon we had the TV in the back seat, and off we flew into the twilight back toward Hailey. It was winter, and the sun set early. I was monitoring 122.8, and suddenly heard friends of mine who were flying a Learjet reporting in to an airport up in Montana. It made that cold night seem warmer to chat with distant friends knowing we were sharing a frequency from skies that were really far apart. Then I noticed that fog was building below us, and suddenly the engine started running rough. No, really. In the dark, over fog, with an old plane with a rough running engine. Gulp. I don't know which of us grabbed the carb heat knob quicker, but once on, the engine smoothed out and the lights of Bellevue came into view.

That spring, the owner came to pick up his Stinson. That was a sad day, made sadder to hear very soon after that, that he had loaned my Stinson to another friend of his who totaled it in the snow at Smith's Prairie. Bye bye, sweet bird! You were mine for a while.

Upcoming Events!

Plane Wash and Swap Meet!

The second Plane Wash Party of the season will be on **Saturday September 8th**. 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.

The Swap Meet idea is to share some of those lightly used and still pertinent aviation items collecting dust on your shelf to go to good homes and get used again by another Club member.

We have a great mix of members who have been flying a long time and budding new pilots struggling to get everything they need. In the true spirit of the Club, let's help each other out.

Good items:

Headsets.

Foggles (or any view limiting device).

E6Bs.

Knee boards.

Aviation books.

Flight Bags.

Etc.....



Search and Rescue

Saturday September 29th 10-11:30

Ryan Navin and Zachery Ravlin, Civil Air Patrol volunteers, will give a presentation on Civil Air Patrol's role in aircraft search and rescue. When an aircraft is missing, what are the steps to find it? How is the search coordinated? As a pilot with an aircraft, can I or should I help in the search? I hope you can join this informative presentation. Coffee and donuts will be provided.



Civil Air Patrol

U.S. Air Force Auxiliary

More Upcoming Events



Intermountain West Aviation Weather Safety Workshop

"Respecting the mountains; protecting pilots"

September 14-15, 2018 – Boise, Idaho

The National Weather Service Presents:
Intermountain West Aviation Weather Safety Workshop
September 14-15, 2018

"Respecting the mountains; protecting pilots"

#AviationSafety #IWAWS2018

Price: Free!
Pilots can earn WINGS Credit

Where:
National Interagency Fire Center—
Boise, ID

Sessions:
Friday, Sept 14 —Operational Meteorology Focus
Saturday, Sept 15 —Pilot Weather Safety Sessions

More Info or Ready to Register?
<https://www.weather.gov/boi/iwaws2018>

More Things to Do with Airplanes!



Hood River, Oregon September 9, 2018 — 8 a.m. - 5 p.m.

Food and Fun both days. \$10/aircraft. Pancake Breakfast, bi-plane rides. You can drive in for the fun too - 1600 Air Museum Road, Hood River, OR 97031. WAAAMuseum.org. They have an extensive collection of antique aircraft, cars, and motorcycles.

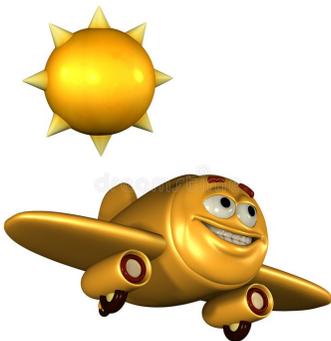
Contact for more information:

WAAA Museum
541-308-1600

Ponderosa Aero Club: Fly-out to Somewhere!

Saturday October 6th.

Let's aim for Joseph, Oregon again! KJSY. Wheels up at 9am. Book a plane, invite a friend, and keep your fingers crossed for good weather! There are bikes to borrow, rental cars, plenty to see and do in this beautiful small town at the base of the Wallowa mountains. If Joseph doesn't look good for weather, we will decide on another fun flight that morning.



Be Smart, Fly Safe and Have Fun!