

Aerotalk!



October 2018

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Volume 2, Issue 1

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Manager's Message

Have you heard that there's a pilot shortage? Industry projections saw this coming for years. I'm seeing the very interesting effects of it first hand at the Club. With companies reaching out for pilots, there is a corresponding marked increase in people looking to join the Club compared to past years. This is not always the case and I'm not taking it for granted. What I'm also seeing is people moving around in the aviation industry faster than I've seen before. Just a short ten years ago, I remember having to come up with creative ways to jump up and down to get the attention of an employer. Competition was high, financial assistance weak, and pay poor. Now airlines offer generous bonuses, flight training assistance and better pay. Smaller companies are forced to follow suit the best they can with smaller resources. I hear through Club connections how companies from corporate, fire-fighting, scientific support, medical transport to backcountry, are all feeling the pressure and too often not able to conduct flights. I am proud that Ponderosa is able to support aviation and its many facets to this dynamic industry by providing opportunities to fly for pleasure as well as seek quality training for a career. We are not immune to the effects of the shortage. Though we have more interest in joining the Club, it has been more difficult to get new instructors. Though I have been working on Justin and Brett's replacements since before they left and we have had several wonderful candidates, we are still short staffed for instructors. We continue to work on this and you can expect some new instructors to be helping out at the Club "soon", but I would not be surprised if the increased need for pilots near and far will put them on the move sooner than normal. Looking at the positive effects of the pilot shortage, I encourage you to talk with other pilots. There are some very exciting opportunities out there. You may not be interested in commercial flying, but you can always benefit from someone else's experience. Learn from their mistakes, get excited about what they are doing, and listen for inspiration to challenge yourself! Fly! Be safe and have fun!

Janna



Ponderosa Aero Club, Inc.
4888 W Aeronca Street
Boise, ID 83705
208-344-5401

Welcome Mat, Dues Change, and 65W Price Drop!

Welcome New Members!

- Jon Bowes 8/18/18
- Andrew Campbell 9/11/18



Reminder of Dues and Flyback Credit Change October 1

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.

Dramatic Price Drop on 65W!!

N2965W flew 385 hours last year. This 1980 model Piper Cherokee Archer PA28-181 is flown in the backcountry, does instrument and primary training, and rents for \$110/hr in the Club.

There are currently 10 owner shares for this popular long time Club aircraft. Most of the owners are ready to sell their shares to other Club members for \$4,500 a share, bringing the aircraft price well below the original asking price. If you have wanted to own an aircraft, and/or invest and contribute to your Club, this is an excellent opportunity. Ask Janna about the advantages of being a leaseback owner! The current owners are ready to deal!

If the aircraft is sold through the other sources where it is being advertised, it will leave the Club. There may not be a comparable replacement.

Call Bob Apa (208) 559-4298, or Kevin Hennessey (208) 761-0664 to express your interest.



Accomplishments

Jake Flood gets a second class medical.

This is not a normal accomplishment that we would post, but it is definitely noteworthy. Jake is pursuing a commercial career in aviation and had a strike against him due to a vision color deficiency. The basic color test that is conducted for flight physicals is designed to detect deficiency, but does not quantify it. Because of this he has had a limitation not to fly at night on his medical.

He has gone through the more accurate tests that measured the level of deficiency documenting that he is not a hazard as a pilot and the restriction was removed. Dr. Stephen Leonard was very helpful working with Jake to make this possible. Jake would be happy to talk with anyone if his experience can help someone further their flying opportunities.



September 26, 2018: **Clair Lim** solos! After getting thrown more weird radio directions from tower and runway closures than anyone ever, Clair finally got a chance to take N7728G up by herself for a nice, normal, triumphant flight at Boise. Her instructor, Adam Troutman, calmly waited for her to return.



Operations

Got Fuel?

The staff do their best to make sure the planes are fueled since fueling can be awkward here. If you anticipate that you will need help or a fueling refresher, please let us know. We cannot provide the full service that you find at an FBO, but are happy to help you! As PIC you are responsible for all phases of the flight including planning, pre-flight, flight, and securing of aircraft, but here at the Club, we like to lend you a hand if you need it.

You can count on fueling help at the Club daily 1pm-4pm. If you think that you will be returning after, check if there will be help, otherwise please put your airplane away and make a note in the fuel log.

Meet Your Fuel Folks!

We have two new members helping out on the line keeping the aircraft (and a lot more) well cared for.

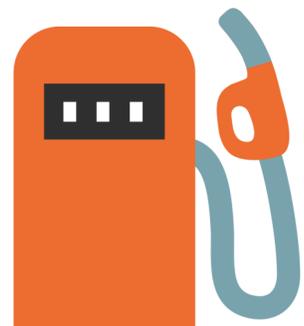
Joel Hiatt is working on his private pilot certificate and taking advantage of learning some of the more nitty gritty parts of aircraft care and feeding by working line.

Preston Kane joins us new with a lot of excitement and knowledge about aircraft. He hopes to start flight training in the near future to reach his dream job of flying for Southwest Airlines.

Noah Goeddertz has stepped aside as our senior line help to finish up his Commercial certification.

Zach Ravlin is still working hard around here, but got confirmed for his enlistment in the Air Force this spring.

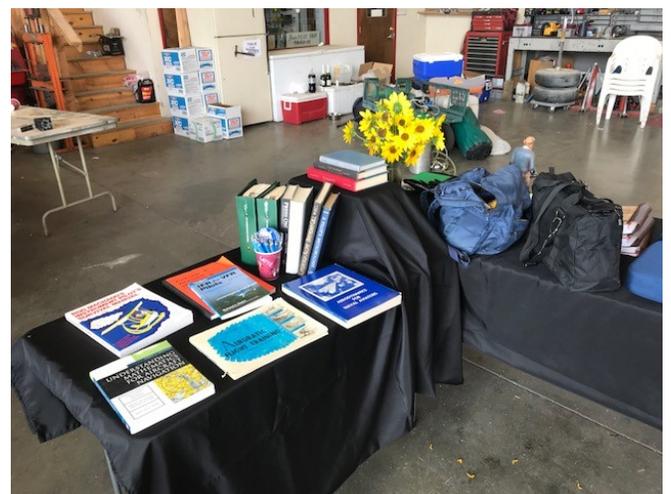
Line help may come and go fast here, but they are always going big places!



The September Plane Wash and Swap Meet

Thank you everyone for helping out with a very successful airplane cleaning on Saturday September 22!

We had about 30 people washing, wiping and eating; bringing together Club members new and seasoned, and Civil Air Patrol cadets. Eight planes got a good cleaning that morning. Thank you for bringing food and aviation items to share. Most of the swap meet items went to grateful new owners. We have such a great Club! **Janna**



Frost; It's Coming Soon

It's coming again soon....Have you seen frost on your grass or rooftop yet this year? If you have, it means you need to be looking for it on your plane as well...

1) Frost the size of a grain of salt, distributed as sparsely as one per square centimeter over a wing's surface, can destroy enough lift to prevent your plane from taking off.



2) Small patches of ice or frost on your wings can result in asymmetrical stalls, resulting in roll control problems during takeoff.



3) Frost can reduce your wing's max lift by 30 percent or more.



4) It can also reduce your wing's critical angle -of-attack by several degrees.



5) Because frost disrupts airflow over your entire aircraft, it can increase drag by up to 40%.



6) In the past 10 years, there have been over 30 general aviation accidents related to aircraft taking off with frost. Each one could



Scholarships!

The 2019 WAI Scholarship Program is Still 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!

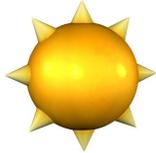


Upcoming Events!

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!

More Upcoming Events



Win a survival kit vest!
WINGS Credit Available

October 27, 2018

9:00am – 3:00pm

Best Western Vista Inn, Boise, ID
Registration & Coffee and Doughnuts at 8:30am
*Ask for the Aviation Safety Standdown Special Room Rates

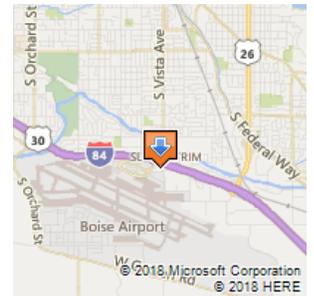


When: Saturday, October 27,
2018 from 9:00 AM to 3:00PM
MDT

Where: Best Western Vista Inn
at the Airport
2645 W Airport Way
Boise, ID 83705

Contact:

Idaho Division of Aeronautics
208-559-1542
idaho.aeronautics@itd.idaho.gov



- "How to grow old while being bold" - Jeff Fouche
- "Tips for Single-Pilot Operations" - Bruce Williams
- "What happens when you become a SAR customer" - Bruce Booker
- "Post-Crash Survival" - Ian Mortensen

Learn + Apply + Share



Jeff Fouche is Chief Flight Instructor at Latitude Aviation, North Idaho's leading flight school for primary, tailwheel, and mountain flying training. He is rated in land and sea, as well as instrument instruction.

Topic: "How to grow old while being bold."

There's the old saying "there's old pilots and there's bold pilots, but there's no old bold pilots." This course will raise your awareness of how to be a safe pilot while being a bold explorer. Explore concepts including go-arounds, performance considerations of pilot and plane, committed approaches, and risk mitigation to ensure a lifetime of safe flying.



Bruce Williams is the owner of Bruce Air, LLC an aviation consulting training and pilot-services company based in Seattle, WA. He has been a pilot since the early 1970's and he is a certified flight instructor and FAAAS Team representative in the Seattle area. Today, he focuses on training for technically advanced aircraft, the Beechcraft Bonanza series, and stall/spin/upset courses in an Extra 300L acrobatic aircraft. He also instructs at Galvin Flying Services at Boeing Field. During a 15 year career at Microsoft, he worked on six versions of Microsoft Flight Simulator. In the 1980's, he edited the Wester Flyer (now the General Aviation News). He is also the author of two books about using PC based simulation to complement flight training, plus many features and a variety of topics for aviation focused periodicals.

Topic: Tips for Single-Pilot Flying

Learn essential strategies, tactics and procedures that can help you manage the demands of operating in today's environment, especially if you fly an aircraft with at least some electronic instruments and use a tablet based app for flight planning and charts.



Bruce Booker is an accomplished mission pilot and aviation instructor in Washington's air search and rescue program. Booker has 37-years in law enforcement, retiring as a Captain with King County Sheriff's Office. For several of those years his responsibilities included the Search and Rescue Unit and the Air Support in 2013 as the longest serving Flight Director.

Topic: Search & Rescue and You

Booker illustrates leading reasons why pilots crash or have to make unexpected off-airport landings and distinguishes between "search" and "rescue". What are the average times to rescue with and without a flight plan? What is the impact of those times on the odds of survival? Booker defines when an aircraft is "overdue" and how SAR resources are notified. Overview includes the aerial search process, the role of Emergency Locator Transmitters (ELT's) in SAR and why crashed airplanes are so hard to find, including examples from actual searches. Attendees will learn what they can do to facilitate their own successful rescue, both before a flight and after they find themselves unexpectedly on the ground.



Ian Mortensen is a former USAF survival instructor and current Director of Training for TAC-AERO. He is also a CFI and Commercial pilot for helicopter & Glider, and a Private Pilot SEL & MEL and is a UAS pilot. He also has his Instrument rating for helicopter & airplane.

Topic: Post-Crash Survival

Learn about the conditions affecting survival, techniques for strengthening your "will to survive", basic survival medical care, techniques for protecting yourself from the environment, overland travel techniques, how to properly use signaling equipment, and recovery principles.



My Story- The Nasty Summer Crosswinds of Hailey by Gail Frasier

Once again, a story from long ago and far away...I was a brand new CFI in Hailey, Idaho. I sat around the FBO that summer picking up whatever student and odd flight I could get. And some of them were pretty odd. A fellow had come in to the FBO stating that he had been a student there once upon a time, and was thinking about picking it back up again. In the meantime, he was wondering if one of the CFI's could give him a lesson that also coincided with a business meeting he had over in Boise that day. The manager gave this guy to me, and said, who knows, maybe he's sincere about wanting to start lessons again, or, maybe he just wants a cheap charter. Right. I'm imagining he's in the cheap charter category, but what the heck. I still get paid. I pretend he's a student and walk him through the preflight (though I can see he's not really interested) of our Cessna 172. I button him into the left seat and off we go. It's a nice early summer morning, and the flight to Boise is pleasant and uneventful. I made him do most of the flying, but I think either his lessons were long ago or very few, and his interest was minimal.

Once we arrived in Boise, my job was to hang around until mid-afternoon when he was done with his meeting and we'll fly back to Hailey. Now, because of density altitude considerations in the summer at Hailey's altitude, we had left with not full tanks. That will become an issue here in a minute. Could I have bought fuel in Boise? Sure, but there hadn't seemed a reason to. Note to self; always buy fuel.

Summer in Hailey can have unpredictable winds in the afternoon. If you remember your backcountry training; how wind acts like water over the mountains, the heat and rising air and steep uneven terrain creates a lot of turbulence and up and downdrafts. Our flight back to Hailey wasn't nice and smooth as it had been in the morning; it was rough as heck. When we rounded the corner entering the Wood River Valley, the tower informed us that the wind was 220 at 10 gusting to 30. Well, that sounds pretty sporty. That's 90 degrees from the runway (31) and gusting. Our Cessna has a 15 knot demonstrated crosswind component. We used to joke about how in Hailey you had to perfect the rodeo wave, as one hand was on the yoke, and the other was doing the rodeo wave as it was a dang rodeo going down final on those afternoons. Flying down that valley involves passing lots of hills bisected by canyons and if the wind is out of the west, then the turbulence and winds were all over the place. It was obviously going to be one of those days. It turned out to be one of the worst of those days that I had experienced there in over ten years of flying. I had taken control of the plane long ago, and as we lined (or attempted to line) up with final, we were definitely all over the place. I could see my passenger was drilling his fingernails into the seat. I managed to wrestle it down to the runway, landed on the upwind main and was slowing down, ailerons fully cross controlled, when a gust hit us and threw us back up into the air. Before I could react, we had drifted over to the edge of the runway and here comes the runway lights. I punched the throttle and started climbing but we had little forward speed and the wind was still drifting us to the right over the taxiway and heading toward the tower. Luckily we attained enough forward speed to dodge the tower and climb northbound. The guy in the tower asked if they could be of assistance (and a conversation afterward was that he had thought throwing out a roll of toilet paper might be handy). I thought that was pretty funny. Maybe not at the moment. I then noticed that my passenger had been pounding me on my left shoulder and was chanting a mantra of "we're fine, we're fine". We bounced our way around crosswind and back to the downwind when the tower said, "state intentions". I thought for a minute. I looked at the fuel gauges which didn't appear to have enough to make another airport, and sighed. Then I said to the tower, "I want you to call the wind every ten seconds". He did. Just about the time we were abeam Bellevue, he called the wind at 220 at 10. I hauled that reluctant Cessna and passenger around the corner, informed my passenger we were going in again; we tightened our seat belts and we flew back down the rodeo final. This time it was a non-event. On the upwind main we rolled, slowed, settled, and taxied to the FBO. My future student pilot thanked me, ran from the plane, and I never saw him again.



My boss had watched the whole thing. He thought I had let my passenger try that first landing and I had done the second. I had to confess they had both been me. But he had been around long enough to know that the summer crosswinds of Hailey can have a nasty bite. Shortly after that, a Mooney crashed there from the same thing, so I guess I can count my blessings.

Ponderosa Logo Clothes—Order Before End of November!

Check out the cool Ponderosa goodies that you can order!

Place orders before the end of November. You can pay up front or we will charge you on 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
	DT6000	\$10.00								
	Heathered Navy									
	Light Heather Grey									
	DT6001	\$10.00								
	Heathered Navy									
	Light Heather Grey									
	K547	\$26.50								
	Navy/Carolina Blue									
	Steel Grey/White									
	L547	\$26.50								
	Navy/Carolina Blue									
	Steel Grey/White									
	267020	\$54.50								
	French Blue									
	Skyline Blue									
	286772	\$54.50								
	Midnight Navy									
	Skyline Blue									
	JP54	\$50.00								
	True Navy/Grey Heather									
	Deep Smoke/Black									
	J317	\$50.00								
	True Royal/True Navy									
	Dress Blue Navy									
	L317	\$50.00								
	Pearl Grey Heather									
	True Royal									
	CP11	\$13.00								
	Dress Blue Navy									
	Pearl Grey Heather									
	CP77	\$13.00								
	Navy									
	Stone									
Name							Phone Number		Total	