



December 2018

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# Manager's Message

Spring is in the air at Ponderosa! Well, not really, but it is looking sunny again with the new CFIs coming on board. I hope that you extend a warm welcome to Brian Gaines when you see him around the Club. Stay tuned for a couple more CFIs soon to be announced. We have a long waiting list of interested people who would like to join the Club or learn to fly. Our CFIs are so important. It will be a relief to get back up to full capacity.

On another note, Cheryl McCord reached out to the Club this month for a pop up fly-out. Only a couple of people were able to go, but what a fine adventure! Arriving at Parma we were greeted by the Mayor! Really! Well, Nathan Leigh is also the airport manager as well as the mayor and he happened to be doing some work around Parma's sweet little airport. A short walk later we were in town for a wonderful meal at Peg Leg Bistro found next to Parma Furniture Company and the Library. With a windier than forecast afternoon at the destination airports, plans suddenly became fluid. A few of us ended up in places that we hadn't intended, looking at options. Always have an out. So, safe options were sought and the rest of the details worked themselves out on the ground. Our simple fly-out just down the road ended as a great practice in resource management, objective skill evaluation and proper decision making. Good thing we had full stomachs to make those sound decisions!

Thank you Cheryl for reaching out to Club members with your idea! I had a wonderful time!



Janna

*Happy Holidays!*



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 Est 1974

Be Smart, Fly Safe and Have Fun!

## Welcome Mat, Pics, And Some Holiday Humor

### Welcome New Members!

Mac Migel	10/24/2018
Brian Gaines	10/26/2018
Tim Steffen	11/1/2018
William Chuoke	11/6/2018



### Pics from the Fly-out to Parma!



### Pre-Christmas Flight Check

Santa Claus, like all pilots, gets regular visits from the Federal Aviation Administration, and the FAA examiner arrived last week for the pre-Christmas flight check.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order. He knew they would examine all his equipment and truly put Santa's flying skills to the test...

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolph's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload.

Finally, they were ready for the checkride. Santa got in and fastened his seatbelt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun.

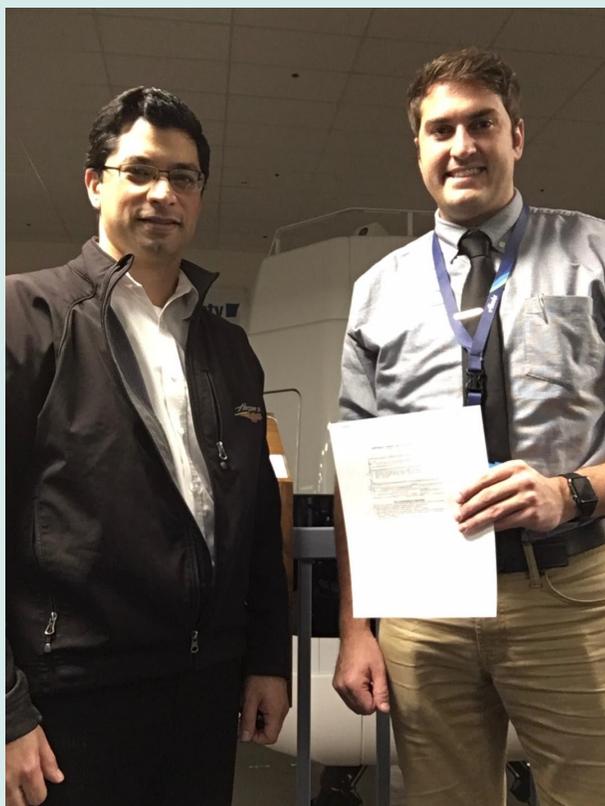
"What's that for?!?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this ahead of time," as he leaned over to whisper in Santa's ear, "but you're gonna lose an engine on takeoff."



## Accomplishments!

Hard working student pilot **Paxton Quigley** proved that he has what it takes to take the mighty N4312R all on his own. First solo November 12th at KBOI!! Congratulations Paxton!



**Brett Boesiger** passed his initial check ride at Horizon Airlines for the Q-400. This is a really cool accomplishment as Brett is on the Board of Directors for the Club, was the previous General Manager as well as a Club CFI. Now, small world that it is, he took his check ride with Matt Vega of Horizon Airlines who is a former Ponderosa Aero Club member who received his commercial certificate here over ten years ago!



## Aircraft News

**N4906J is for sale!**

SP Aircraft is selling the Club's faster Piper Arrow, and has it listed on Controller for \$50,000. If you are interested in buying an aircraft with a very low time engine that is a great flyer, don't hesitate on this one! Call SP Aircraft at (208) 383-3323. Then talk to Janna about continuing to have it on lease-back at PAC!



SP Aircraft has an opportunity to utilize **N9912Q** and is removing it from the Club, Tuesday, November 4th. It has been a fine plane with backcountry privileges for the Club and though we have been aware from the beginning that 12Q would eventually be pulled back to SP, it will be sad to see it go. Thank you Andy, for letting us fly your plane!

**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.**



## CFI News!

Please welcome our latest instructor!

**Brian Gaines** started flying at age 15 in Apple Valley, California, slowly making his way to becoming a flight instructor. Fast forward 30 years, he has a CFI, CFII, and MEI rating as a Gold Seal instructor for 20 of those years, with commercial flight experience as PC12, DHC-6, and BE1900 Captain, as well as B-737 and B-767 night cargo experience. With just over 6,700 hours of flight experience in over 50 different types of aircraft, former Aviation Safety Counselor at the Long Beach California FSDO, NTSB intern, and former Chief Pilot for The University of Hawaii Pacific Aerospace Training Center, Brian brings a well rounded contribution to Ponderosa. We are very happy that he has joined Ponderosa to share his experience with us! He is on the schedule full time and ready for business.



**CFI Rates**—Hear ye! Hear ye! starting January 1st, the Club CFIs will be given the freedom to set their own rate. We will announce their rates in the January (next) newsletter. We love our CFIs and want to make them happy. Letting them put a value on their skills is just one more way we can support them. Instructor rates will still have the same category 'basic instruction, advanced/IFR, multi, back country' and will be listed on the website next to each instructor.

**Michael Barnard** is back on the schedule. He is available around his flight schedule at Delta Airlines, so you are invited to book him as needed.



It's great to have you back Michael!



**Farewell Mike Palmer!**

A special salute to **Mike Palmer!**

At the end of November, Ponderosa Aero Club wishes all the best to Mike Palmer. For several months he stepped up and has helped out instructing in the Club while we continue our efforts to bring on CFIs in a challenging aviation market. He was such a pleasure for all of us to work with! In December, he and his wife will be moving to England for a year and a half for mission work. Thank you very much Mike!

He had his last day as the Senior Training Instructor at the Boise Tower as a contract instructor. After his final duty at the tower, he drove to Ponderosa to fly with a new Club member. The tower secretly arranged a very special aviation farewell salute for Mike marking his retirement. The water salute has a long history in aviation reaching back to nautical tradition or even suggestive of a crossed sword salute. In the aviation world, it may be arranged for the final flight of a senior pilot or air traffic controller. How awesome that he had a flight for the Club on the same day as his retirement!



## A Christmas Wishlist

Dear Santa, here's what I'd like for Christmas. I may not be 10 any longer, but there are still a few toys I'd like to see under the tree this Christmas that I think you can provide.

1. I'd really like some flying time, so if you could just go down to Ponderosa and buy some time on my account there, I'd be really grateful! A gift certificate? Perfect!
2. My old headset is getting pretty ratty, and my ears would thank you if you got me a new ANR headset. Bose is pretty amazing!
3. Maybe a tablet or Ipad and some flight planning software? That would be swell!
4. How about a Pinch Hitter course for my partner?
5. An Introductory Flight for a friend?
6. A handheld GPS, or a PLB, or a handheld radio? There might be a few more aviation tools and toys that would bring a smile to my face; just ask! *Thanks Santa!*





## Winter Procedures, Redux

### Plug in, Cover up, and Give Yourself Extra Time and Care!

With winter, we'll have some different procedures for the aircraft. We now plug in the engine heaters to be kind to the engine the next time it's started up, and we install the cowl covers after each flight. Remember not to drag the covers on the ground as they will then transfer dirt and grit to the aircraft's paint.

- \* Take note of how the cover is installed and the heater is plugged in before your flight so that you can install them correctly when you put the plane away.
- \* Ask the staff where to stow the covers while you're out flying.
- \* Do not try to close the oil door on the heater cord; that bends the door and does damage to the latch.
- \* Use the elements to help you prepare. I'm sure none of you would ever take off with frost on the wings or windshield, right? Instead of damaging the finish on the aircraft or scratching the windshield by rubbing the frost off of the aircraft, use the sun if you can to thaw the frost. If that's not an option, contact a staff member when it comes to defrosting an aircraft. We may be able to get the airplane into the hangar, but don't count on it. Maintenance and SP flights take priority and they may be defrosting their aircraft.
- \* Please plan extra time if you are going to fly 28G. The owner of 28G does what he can to keep the rental cost of this great plane down for you. One way is to avoid the \$200/mo. shade hangar rate for a much more economical \$25/mo. tie down rate. You help him keep the cost down by making sure that the wing and tail covers are put on so the plane can be flown on frosty mornings. If you need help, just let staff know!
- \* If you are going to overnight somewhere, what provisions do they have for winter? Will you have a place to plug in your aircraft? Or a hangar? De-icing? Do you have basic winter survival gear? Always dress as though you had to walk away from what's below you.

### Take care of that cold engine

If you're not sure how to prime in cold weather, ask your instructor. You know your aircraft has a fuel/air mixture that is just right for it to start. Too little and you'll grind away on the starter until the battery dies. Too much and you can frost the plugs. Once you do get it started, give it time to warm up. All those dissimilar metal parts are warming up at different rates and it takes a toll to shove it to full throttle when it isn't warm yet. From experience? Aircraft have defrosters that are worthless while taxiing, so take a soft towel with you in the winter to wipe the inside of the windshield as you and yours breathe yourself into a fogged cockpit as you taxi to the runway.

**Winter can provide some of the smoothest air and best aircraft performance, It's not as easy to get going, but it's worth it! Get out there and enjoy those bright sunny crisp cold days of winter.**





## Snow!!

by Gail Frasier

Snow. It's white. It's cold. It's slippery, and sticky. It's my favorite part of winter. NOT! I moved to Idaho almost 50 years ago to experience seasons. What did I do? I moved to a ski resort! And I don't ski! After almost 20 years of snow, I came to the realization that for me, snow was just something cold and heavy that had to be moved from one place to another. To shovel, chip and melt, to slide on and impede everything. I know, I know; some love snow, miss it when they move away, enjoy the beauty of quiet winter scenes, snowy sports, cozy fires, and white wonderlands. For me, the aviation bug bit early on and then there was the combination of snow and airplanes; an uneasy truce. You have to keep snow off of them. You have to keep the area plowed. You have to figure out how to start them in the cold, etc. Bernoulli's Principle and ice are a deadly mixture. But...once you've conquered all that, there's the beauty, and the increased performance, and well, it's still flying! But what if you want to go somewhere and it's the middle of winter and everything is white? Including runways?

Back in the 70's when I was working at the FBO in Sun Valley; we were having our annual Christmas Party at Galena Lodge. It was, of course, December. Galena Lodge is north of Ketchum, still there, and a cross country ski retreat in the winter. Back then, the lodge was a restaurant and would rent out for functions such as ours. The day before our party, a pilot with a Cessna 210 decided, badly, that it might be fun to land his 210 at Stanley, ID. No, the runway was not plowed. The poor 210 hit about six feet of snow and flipped. So, the morning of the party, our lineman and mechanic took a truck and flatbed trailer and drove up to Stanley to retrieve the aircraft. They had to take the wings off, and get the plane onto the flatbed, and that took all day. Sound like fun? That evening we were all at Galena Lodge making merry when someone yelled, look who's here! Not wanting to miss the festivities, the mechanic and lineman pulled into the parking lot of the lodge on their way back to the airport dragging the trailer w/Cessna, and we all got to go out and see this tragic 210 and point and laugh and do and say all those things you do as though none of us would ever be that stupid. I can still see it out there in the snowy lot under the lights.

But the moral of this story, boys and girls, is you never land on what I call unknown white. This fellow at Stanley looked down and somehow imagined that maybe what he was seeing was a couple inches of snow, when actually it was many feet. In the winter, you have to know for certain the depth of that white, and the only way to know for sure is to talk to someone on the ground. Rule of thumb, you shouldn't land in snow deeper than 2" unless you're on skis. Call these little airports and ask someone reputable. I was instructing one winter day on a student cross country to Mountain Home and Gooding. I told the student to call Mtn Home and I'd call Gooding. Gooding had been plowed, but my student failed to follow through on his homework assignment, so we flew to Mtn Home, looked down, saw white, couldn't raise anyone on the Unicom, and just kept on flying past. Nope, not going to land on unknown white. But we did have an interesting experience in Gooding. We were in a low wing aircraft. Yes, the runway and taxiways had been plowed, but the light was flat, and as we taxied toward the FBO down a perpendicular taxiway, I realized, too late, that they had plowed the taxiway, but only wide enough for light aircraft landing gear width, and the snow on either side was getting deeper and deeper. What, everyone flies high wing planes? For a minute, I thought we might have to get out and push this Piper backwards all the way back down the taxiway if we started dragging a wing in the snow, but we made it to the end where it opened up again. We taxied the other way to take off, away from the FBO, did our runup, and launched. It was immediately evident that something was very wrong with the airspeed indicator. Apparently though the wing had cleared the snow, the pitot mast had not. It had dragged in the snow and packed it in there. Eventually it sublimated, but was interesting (!) to see!

So be wary of the white stuff. Be it fluffy, heavy, shallow, or deep; it can bite! Now go out and enjoy it. :-)



Upcoming Events!

**7TH DECEMBER**

EARLY BIRD TICKET PRICE \$50 ENDS NOV. 25TH

IAA PRESENTS

**ROCKIN' CHRISTMAS PARTY**

AFTER THE 25TH, REGULAR PRICE \$55/EA

WARHAWK AVIATION MUSEUM  
STARTS FROM 5:30 PM, DINNER AT 7 PM  
NO-HOST BAR

LIVE MUSIC WITH **THE KINGS OF SWING** / NO FUNDRAISING JUST FUN!

VISIT [WWW.EVENTBRITE.COM](http://WWW.EVENTBRITE.COM)  
LOOK FOR IDAHO AVIATION CHRISTMAS PARTY TO PURCHASE

**SPECIAL GUEST SPEAKER:**  
AVIATOR AND ENTREPRENEUR MARK PATEY. MARK RECENTLY BROKE THE TRANSCONTINENTAL WORLD SPEED RECORD IN HIS SELF BUILT PLANE



*“Planes”*

Saturday, December 29, 6pm at the Club.

Bring your family and little ones for the Disney Movie “Planes”. Popcorn and soda will be provided! Please email Zach with your RSVP at [zachery.ravlin@gmail.com](mailto:zachery.ravlin@gmail.com) no later than December 28.

Dusty Crophopper is a crop duster plane who works at a cornfield and practices aerobatic maneuvers in his spare time, dreaming of becoming a racer. His dreams are scorned by his boss, Leadbottom, and his fork-lift/mechanic friend, Dottie. However, he is supported by his fuel truck friend, Chug. Dusty and Chug train for qualifiers for the upcoming Wings Across the Globe race.

