

# Aerotalk!



January 2019

Est 1974

Volume 2, Issue 4

## Manager's Message



Looking back at last year's Club activity, I find myself both amazed at all that has happened, and reflect on why other goals were not achieved. All in all, it's been a fine year! The Club and its members have had challenges along the way, but nothing serious. Members and CFIs have moved on from the Club, while new ones are settling in. Some planes have come to the Club, and some have gone. We have a growing waiting list of people asking to join the Club, some of whom want to start their first training adventures here. That flight training interest outpace resources is a common theme nationwide. There are a variety of reasons for this with the simplest answer pointing to the pilot shortage. Another important change in the Club last year was that the monthly dues went up for the first time in 19 years! (AKA strengthening the Club financially a little as bills have gradually outpaced our revenue.) Looking forward to this year, I have several hopes. Foremost is a rich year of flying for Club members full of new, joyful, challenges. With new CFIs working with us, I am happy to be welcoming more new members into the Club. It is looking good that the Seneca will be back on the Club line this spring with brand new engines. It sure will be nice to have that fine plane available again! There are a couple nice planes that may join the club... but it seems that there are a couple nice planes that may join the Club. I would like to see a simple 180hp tail wheel on our line again. That would not only be a valuable resource for Club members, but for the whole region! Time will tell how many of the dreams for 2019 pan out. In all, I look forward to continuing to provide you all with the opportunity to reach your flying goals safely and look forward to seeing you around the Club in its 45<sup>th</sup> year of "promoting general aviation safety by providing affordable and quality training and rentals with a diverse fleet of aircraft and a social and supportive atmosphere."



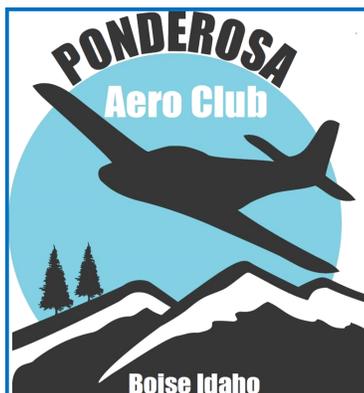
*Janna*

*Happy New Year 2019!*



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Est 1974

Be Smart, Fly Safe and Have Fun!

## Welcome Mat, Ops, Scholarships

### Welcome New Members!

Jennifer Steffen	11/13/2018
Weedor Kollie	11/24/2018
Glenn Hollreiser	12/5/2018



### Logbooks! Making improvements in small ways for big impact!

*The Club aircraft logbooks are all standardized. How does this benefit the regular Club member, you ask? If you take a check ride, you will know at a glance where the current logbooks are. Within each of these binders is a valuable collection of approvals, history, and documents of compliance. During the check ride, you should typically not need to dig deeper than the front pouch of the binder to look up the few items that your examiner is asking for, leaving all of the other critical documents for the airplane safely untouched. Simpler for the Club member, safer for the airplane owner. Win/win!*

### Reminder!

**Please give yourself enough time after your flight to put the cowl and wing covers back on.**



### Scholarships!

AOPA has announced that applications will be accepted starting Feb. 1 for three scholarship programs, two to help student pilots in training earn their initial pilot certificate, and a new scholarship program to help certificated pilots achieve an advanced certificate or rating. The application deadline is May 2 for the scholarship programs, all funded by generous donations to the AOPA Foundation

<https://www.aopa.org/news-and-media/all-news/2018/february/01/aopa-announces-2018-scholarship-programs>



## CFI News!

### ***I'd like to welcome Glenn Hollreiser as the latest Ponderosa Aero Club CFI***

With a long history supporting aviation through Boeing and the U.S. Navy, he is new to the CFI world. I hope you will take a moment to welcome him, and perhaps take advantage of his rich background if you need some flight instruction. His schedule is up and ready for you all on MyFBO. He enjoys teaching about aviation almost as much as he enjoys flying!

Janna

"I came to Idaho about 5 years ago to work the F-15 Radar Modernizing Program with Boeing. Working out of Mountain Home at the Air Force base, the team modified all the aircraft on the base and several others from around the country. Meanwhile, I continued with my training, eventually getting my instrument rating, commercial, and CFI. It was hard having to commute, work, study, and fly. It did take longer than I had planned, a lot longer. However, sticking to it, maintaining a positive attitude, and always looking forward to the completion of the plan made the ratings achievable. I encourage all to always maintain a positive attitude and stick to their goals. As long as you do, you will eventually have success.

Not wanting to put my tools down, I still work on aircraft. I have an RV-4 in the garage that gets rivets shot when I can get someone to volunteer and hold the bucking bar. It's about 75% finished. If anyone is wants to shoot some rivets, you're more than welcome!

I believe that family and friends are important, and that it is our job to help them whenever possible. Therefore, as a CFI, it is my job to help you achieve your goals.

I am looking forward to working with you all!

Sincerely,

Glenn Hollreiser"



### ***CFI Rates:***

So, what's the rate for my instructor?

Last month I announced an anticipated change in the CFI rates by handing off the freedom to them to choose what they want to charge. Some worthwhile questions came up last minute that have delayed this transition. Since I aim to give the membership no less than one month notice to any major change, you won't see anything different in January.

In conclusion: stay tuned! Additionally, the rates for each instructor are maintained on our website next to their bios.

## 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.**





## Ice, Ice Baby!

### Icing

A pilot should be aware that there are two different types of icing – rime and clear. Rime icing is characterized by small super cooled water droplets and develops as a thin white cover on leading edges. Clear is, as the name implies, is clear. The super cooled droplets of clear icing are larger and typically found in cumulus clouds. Keep in mind that these two icing types can mix to form what we call “mixed icing.”

The bottom line on icing is don't fly into known icing conditions, even if your aircraft is certified for it. There have been cases of aircraft that are certified for FIKI (flight into known icing) that crashed when icing exceeded the capability of their system. In-flight icing is an extreme circumstance that must be dealt with quickly in any aircraft, small or large. At the FIRST sign of icing descend to an altitude with an above freezing air temperature, or expedite a 180 degree turn. If icing is serious, or if you are unsure of your ability to properly handle the situation, contact ATC immediately. They can provide you with vectors and altitude changes.

When taxiing, look out for ice. Check the brakes before you do your run-up to be sure you can keep the aircraft from moving. Attempting to perform a run-up on ice can result in sliding out of control. Additionally be sure to hold proper aileron deflection throughout your taxi. This will help prevent the tendency for your aircraft to weathervane into the wind.

If you do encounter ice, the following is a list of precautions to help make your icy landing a safe one:

If you encounter icing on approach to landing, start by turning off the autopilot. Autopilots can mask abnormal control feel and prevent you from detecting the onset of a stall or handling problem.

Make sure all your ice-protection equipment is on. If you have deice boots, inflate them at the final approach fix (instrument approach) or key position (VFR approach), and then again on final — if ice is still building.

Avoid abrupt control movements. Make small pitch corrections and keep your bank angles very shallow. This gives you a greater margin against the stall. Remember, iced-up airplanes stall at higher-than-published stall speeds.

Fly the approach at a higher-than-normal airspeed.

Don't extend flaps. Extending flaps can allow ice to form aft of the leading edges, and blanket the airflow over the horizontal stabilizer or stabilator.

Be prepared for a stall or abrupt loss of lift. A conventional wing stall calls for adding power and lowering the nose.

A tailplane stall however, or stall of the elevator or stabilator, calls for a completely different recovery procedure. Most often preceded by a lightening of pitch feel, pitch oscillations, or an uncommanded lowering of the nose, tailplane stalls require that you pull aft on the control yoke and reduce power. That's because horizontal stabilizers and stabilators generate negative lift, which acts in a direction opposite to the wings' lift. High power settings, high airspeeds, and extended flaps all increase a tailplane's angle of attack. Raising the nose lowers the tailplane angle of attack, and breaks the stall.

Best advice? Don't fly into known icing conditions!



## Food for Thought

Curious to see how many hours each of our aircraft flew this year? No fake news here!

Resource		Tach
N2171Y	PA_28_181	225.40
N2863E	C172_180	377.85
N2965W	PA_28_181	355.20
N4312R	C172	95.70
N4427R	C172	332.80
N4906J	PA_28R_180	109.90
N5700R	C172_TW	58.10
N759ZU	C182	152.30
N7728G	C172	418.90
N8456C	PA34220T	17.40
N9099K	PA_28R_201	150.88
N9912Q	C172_180	136.80
Total		2440.33



### Night Plane

The midnight plane with its flying lights  
 looks like an unloosed star  
 wandering west through blue-black  
 night  
 to where the mountains are,  
 a star that's come so close to earth  
 to tell each quiet farm and little town,  
 'Put out your lights, children of earth.  
 Sleep warm.'



— Frances Frost, a children's lullaby, printed in World Journal Tribune

## Upcoming Events!

### Boise Airport Operations Town Hall Meeting and Airport Tour

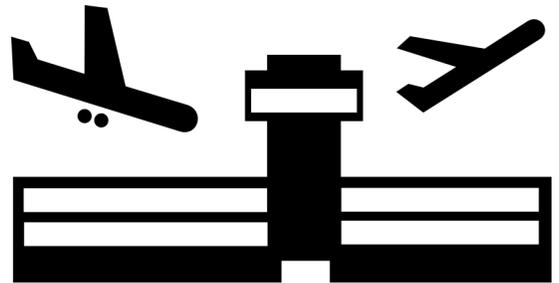
Where: Ponderosa Aero Club

Friday January 11th 1-4

Wednesday February 6th 1-4

Greg Myers, Airport Operations Manager, has reached out to the Ponderosa community for this very special chance to learn more about the Boise airport current operations as well as long term plans. This town hall style meeting will give Club members the opportunity to ask questions or share concerns as well as learn more about our airport. The last hour of the meeting, Club members may board the airport shuttle to enjoy a guided tour of the airport operations, sharing on site descriptions ranging from planned airport improvement projects to up close visits to the nav aids and weather reporting systems.

Registration for the shuttle tour is required and space is limited. RSVP to Janna no later than January 9th, or February 4th, as appropriate. [Manager@ponderosaaero.org](mailto:Manager@ponderosaaero.org).



### 2019 Annual Winter Party!

Friday, February 22, 6:00pm.

Bardenay Restaurant: 610 W. Grove St. Boise, ID.

RSVP to the Club no later than Friday, February 15, with your name and guest name(s).

\$10/person.

Cash bar will be available for alcoholic beverages.

Parking: There are two hourly pay lots located at 6th and Grove, and one at the Grove Hotel. A small paid lot is located next to Bardenay's. Plan for about \$5 for parking fees.

Anything else? Be ready to strike up a conversation, bring flying stories and photos to the party to informally share with your fellow Club members. Plan to leave happy and inspired to fly!





## Events to Celebrate PAC's 45th Anniversary!

### Celebrate Ponderosa's 45th!

Upcoming events:

The Club turns 45 years old this year... what makes Ponderosa great to you? Please share! Send a note, tell us so that we can share your special moments with other Club members, or consider writing a short article or pictorial montage for the newsletter.

45 years ago a handful of aviation enthusiasts got together and formed the nucleus of Ponderosa Aero Club. Today PAC continues on. We're bigger, better than ever, and still maintain a safety record second to none.

Since our founding days in 1974 at a long gone field called Strawberry Glen, Ponderosa Aero Club has provided superior flight training and aircraft rental in a club environment. Here we build long-term relationships with our members and the local community. You are all invited to the following celebrations in honor of that 45 year history realized this year!

#### March 9th, 1pm

Happy Birthday Ponderosa Aero Club! Meet and eat.

#### Saturday, March 9th.

Come hang out at the Club with friends. Make new friends, talk about flying, and make plans for that next adventure. We will need help blowing out all of those the candles on the cake at 1pm.

#### April

45 years strong- let's build the future Club!

- ◇ Annual meeting and elections.
- ◇ Stay tuned for details.
- ◇ Meet outgoing board members and vote for the next year's. Hear some highlights from the past year and future goals. This is your Club! Come make it awesome!

#### May

*Stroll down memory lane.*

Meet for a walk down the green belt and get a memorable tour of the original site of Ponderosa Aero Club- Strawberry Glen. If you would like to share your memories of this site and bring it back to life for other Club members, please offer to help! Contact Janna. Stay tuned for more details about this mid-day event!

#### June

*Fly over Boise.*

Friday June 14th.

In recognition of 45 years of Ponderosa Aero Club, let's do a fly-over Boise.

Book your plane for wheels up at noon. The flight briefing for this coordinated (not formation) flight

will be at 11:00am. With a pass over the Strawberry Glen airport site to our current home in KBOI. Burgers will be on the grill back at the hangar at 1!



## Three Convairs to Sun Valley



Once upon a time, there was a commuter airline in the 70's that ran between Sun Valley, Boise, and Salt Lake City called Key Airlines. They ran a fleet of Piper Navajos and DeHaviland Twin Otters. Great airplanes for the job. Somebody at the helm of Key Airlines got the brilliant idea to sell these fine aircraft and buy a bunch of retired military Convair 440's built between '47-'54. After all, they could carry a lot more people at a time in these tired old twin radial engine aircraft. But this isn't a story about Key Airlines. This is my story.

It was a cold winter day in Salt Lake City and I was a poor airport employee from Hailey that needed to get home. There was a 500' ceiling and it was snowing. A little over 40 passengers climbed into this Key Airlines Convair 440 to fly to Sun Valley, including me, and I noticed it also included the actor Chevy Chase. They started those big old radial engines with giant clouds of smoke, as they always did, and we taxied out for takeoff. After we roared down the runway and took off, we quickly entered the clouds. We droned and climbed for a while, then leveled off, still in the soup. I figure we were about halfway to SUN when suddenly the right engine quit. Things that make you go, "hmmm". The flight attendant got on the PA and stated two things. One, that we were turning around and heading back to Salt Lake City, and two, that the pilot had explained that the engine had quit because of carburetor ice. Now, I was a student pilot at the time, and I figured both those engines were sucking the same air, and hoped like heck that they found the carb heat for that second engine. We did head back to SLC, made an approach, popped out of the snow at around 500' to the sight of the runway and a whole bunch of equipment with flashing lights following us down the runway and taxiway. When we got to the terminal, everyone filed out of the plane, including Chevy Chase who was declaring loudly his displeasure with this whole procedure. For a comedian, he didn't appear to think this was very funny. They told us that they would bring around another plane and we would try this trip again. A short time later, there was the second Convair, and about half the original passengers (not including Mr. Chase) climbed aboard, including me. Same thing; fire up the smoky old engines, taxi out, and take off into the snowstorm. Climb, level out, still in the clouds; halfway to SUN, and guess what? The left engine quit. Seriously. The flight attendant explained that we're going to turn around, again, and return to good old Salt Lake City. And she explained that this engine quit from a lack of oil pressure. The people around me didn't look happy. Nope, not at all. So once again, we shot the approach, popped out, landed, waved to the emergency equipment with all their flashy lights, and taxied to the terminal. This time the remaining passengers thundered away from the gate as though any other form of transportation would be preferable to this. Except for me. And two others. They told us three that a third Convair would be brought around and we'd head to Sun Valley. Hey, three times is a charm, right? And what are the odds this would happen again? Right? Right? And I'm broke and really need to get home. So, we climbed onboard this mostly empty plane, fired up the coughing old radials, taxied out, and took off into the clouds. But this time, about halfway to SUN, we broke out into bright sunshine and happily roared the rest of the way home. Perseverance; it's a good thing! Oh, and Key Airlines went belly up within the year.

