



Aerotalk!

February 2019

Est 1974

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Manager's Message

I had my first airplane when I was two. It was two 2X4s nailed together by my dad to keep me occupied while he made his little Blue Jay sail boat watertight. He knew that my little legs and arms couldn't drag it far in the driveway, waddling along straddled behind the "wings". In my mind, I was swooping along 100 mph over the mountains where we lived. He was my first aviation mentor, even if there were perhaps other motives in mind. Who'd a known that 40 years later I would do just that. This week a potential Club member came in to check out Ponderosa. He introduced his friend as his "aviation mentor." The three of us chatted about the Club and flying; rounding the visitor's knowledge out so he could make an informed decision about his new endeavor. This man will go farther in his flying with support like this. Here at Ponderosa I have the pleasure to regularly witness countless ambassadors of aviation giving that precious leg up to others. Discovery flights given as gifts, offering a young child a chance to sit in an airplane, presenting at local school career days, taking a friend flying over Boise, or just listening to a dreamer's dream. Digest that with a bright memory and never underestimate your inspirational powers on others. Share. And keep flying!

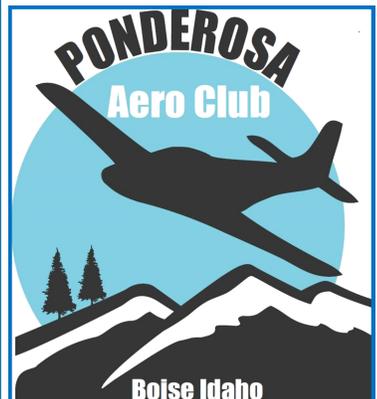


Janna



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 Est 1974

Be Smart, Fly Safe and Have Fun!

Welcome Mat, Ops, Board Elections, CFI News!

Welcome New Members!

Chuck Griffin 1/2/2019

Mark Johnson 1/2/2019



We Want YOU!

to consider running as a member of the Board of Directors this April!

- New to the Club
- Old to the Club
- Aircraft owner
- CFI



We need your perspective, diversity; help.
Express your interest to Janna by mid March!

Operations

Ponderosa is hopping! We have new full time instructors on board, new members exploring Idaho, and new students coming in. This is great for Ponderosa; keeping us strong and vibrant. The down side is that planes won't be sitting for days on end waiting for you to book them. Well, that's not a down side, really, but be ready to plan ahead a little if you want to fly. The increase in activity will keep the schedule busy.



Please welcome our newest full time instructor!

Scott Termini spent 14 years in law enforcement in one of the nation's roughest areas. After a couple of injuries, he wanted to find a better life for his family.

Wanting to be in aviation from a young age, Scott decided to risk it all and start his flight training and became a Certified Flight and Instrument Instructor.

Scott relocated his wife and two children to be closer to family. He is determined in all he does and never backs down from a challenge. He hopes to spread the knowledge he has gained and the love of flying to everyone he meets!

Accomplishments!

Ben Zuckerman Solos!

Ben has been flying with the Club for the past three years. While he was polishing his skills as a pilot, he was also waiting to turn **16**. In December he turned 16, but had to wait for all of the necessary flight conditions to line up. On January 3rd, the weather gods smiled, and Ben soloed! Way to go Ben! Adam Troutman is his proud CFI.



Ryan Hoard passed his commercial check ride!

On January 24th, Ryan Hoard showed designated FAA examiner Greg Herbert his flying skills and knowledge to receive his commercial certificate. Rick Reiersen has been his instructor. We all look forward to hearing more (paying) flying adventures from Ryan.



Andrea Chiminton passed his private pilot certification on January 25th! A man who knows how to juggle life; he persisted and succeeded!



Now **Jake Flood** didn't get his multi/commercial/instrument here at Ponderosa in January, but we are still proud of him! Nice work Jake!



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 leaseback at PAC!

Here's a little inside intel: If it flies more in the Club, it'll stay in the Club!

**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.



Podcasts

By Pilot and Ponderosa member, Ray Short

The months of December and January can be long especially for a non-instrument rated Private Pilot like myself. If the weather is bad, I don't fly. I'm a skier, so that helps, but it's not the same as flying. During these months I check the weather and the schedule and hope for sunny days. I have found one thing that helps keep me connected to flying when the weather is bad; podcasts. I like to download episodes to my smartphone and listen to them when it's convenient. Some ideas of when to listen might be while commuting, exercising, at work, or anytime that works for you. I am sure everyone is familiar with at least a few aviation related podcasts. I am always interested in learning of new ones. Here are a few that I like and the addresses of where to find them. These are all free. I have learned a lot from listening to them, heard some amazing stories, and they have kept me connected to something I truly enjoy. I hope you enjoy them too.



Airline Pilot Guy: airlinepilotguy.com. The description of this podcast, in their words, is, "The View From Our Side Of The Cockpit Door". The APG crew consists of 3 Airline Transport Pilots from major carriers and a commercially rated physician pilot. They typically share their airline experiences and perspective. One segment of the show I really like is "Plane Tales". It's well done and usually covers some aspect of aviation history.



Airplane Geeks Podcast: airplanegeeks.com. The description of this podcast is "Weekly audio podcast that explores and expands your passion for aviation". They typically talk about current aviation industry events and have guest speakers.



The Pilot's Journey: player.fm/series/pilots-journey-aviation-podcast. The description of this podcast is, "The pilot's journey podcast discusses aviation, proficiency and enjoying the journey". They haven't made a new episode in about 6 months but they go back several years.

The Finer Points: player.fm/series/the-finer-points-aviation-podcast. The description of this podcast is, "The Finer Points is an educational aviation podcast that blends tips from Jason Miller, one of San Francisco's leading Certified Flight Instructors with contemporary music". This one is very relevant, informative and he's a CFI.

Why We Fly: player.fm/series/why-we-fly. The description of this podcast is, "Why we fly is a general aviation podcast sharing pilot stories that illustrate the reasons behind why we choose to fly airplanes. We hope to share the adventure, excitement, and incredible experiences of flying. The goal is to entertain pilots and more importantly to inspire potential pilots to learn more about flying and hopefully one day become pilots themselves". I like this one from the standpoint of hearing other people's stories of why they like to fly.





Pilot Rules of Flying to Live By if You Want to be an Old Pilot!

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The only time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. **STAY OUT OF CLOUDS!!!!** The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There is always something you have missed. Isn't that why they created checklists?
23. Remember, gravity is not just a good idea. It is the law and it is not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, the runway behind you and a tenth of a second ago.
25. There are old pilots and there are bold pilots. However, there are no old, bold pilots.



Upcoming Events!

Boise Airport Operations Town Hall Meeting and Airport Tour

Where: Ponderosa Aero Club

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 February 4th to manager@ponderosaaero.org.



Tower Tours!

Space is limited. Sign up with Sharki no less than a day before the tour to reserve your space and receive any last minute updates.

When: Wednesday, February 13th 2:45pm sharp.

Where: Meet at Ponderosa Aero Club building to carpool over.

Anything special: Space is limited, please RSVP as soon as you can.

Sign up: with Sharki. Preferably text (714) 609-4233 or acesharki@gmail.com.



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 fly-ing stories and photos to the party to informally share with your fellow Club members. Plan to leave happy and inspired to fly!

Live entertainment by "Never Enough Sax"



Events to Celebrate PAC's 45th Anniversary!

Celebrate Ponderosa's 45th!

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!

Saturday, March 9th, 1pm Happy Birthday Ponderosa Aero Club meet and eat!

In pure club spirit, come to the Club to help blow out the candles on the cake and talk airplanes with fellow Club members. Make new friends, talk about flying, and make plans for that next adventure. Hey, maybe even go for a flight with one!

April 45 years strong, let's build the future Club!- ANNUAL MEETING

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- STRAWBERRY GLEN

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!

Friday, June 14th, 11 to 1 Fly over Boise.

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!



The Drunks and the Beech 18

Now that I'm retired, I do what all senior citizens do; we reminisce. We have a lifetime of experience to ponder, and if you spent most of your life in aviation, some of those memories are very entertaining.

The 70's was a crazy time. I was young and working at the FBO in Sun Valley, and I refer to it as the golden years of general aviation. I mean, ask yourself; when were most of the planes built that you're flying today? We were a Piper dealership, had a charter department, a flight school, an aircraft maintenance shop and of course, the FBO, which catered to all the aircraft that flew into Sun Valley including all the celebrities and their fancy transportation. It was so busy and cool to work there; we'd hang out at the airport after hours and on our days off; just for fun!

One of the wackiest memories of that time involved a Beech 18, some rich crazy Canadians, and me and a lineman working one summer evening. We had leased back a beautiful Beech 18 (a polished aluminum twin radial engine taildragger in original airline configuration with dark green lightning bolts on the sides) to see if it would succeed in our charter department. The aircraft was owned by three Canadian friends who kept passing the plane back and forth to each other; rumor had it that card games might have played a role in the ownership of the moment. These were wild and crazy guys. One of them had a reputation for riding his horse into the local hotel dining room every 4th of July. I don't believe we used the plane much in the charter business because as beautiful as it was, it used more oil than fuel, and it used a considerable amount of fuel!

The evening in question was a lovely mountain summer evening; it was just before closing and the sun was low. There were only two of us working at the FBO; me in the office and a young lineman. The fellow who was the current owner of the Beech walked in with a very young woman (he, I should state, was not young) and it was apparent they were both very intoxicated. This fellow wasn't a licensed pilot; I believe he had a student certificate. He had keys to the Beech and stated that he was going to take this young woman for an airplane ride. I didn't know what to do. This was going to go really bad. I told the lineman and we wondered what we could do to stop him. The alleged pilot and his young friend did get into the plane and started the engines. They started taxiing to the runway, but he overshot the 90 degree turn onto the runway and ended up facing a fence on the other side of the runway. In the meantime, I called the local police and told them about this situation, but they didn't seem interested. The guy shut down the engines and our lineman went over to help. He pushed back the plane and helped him restart the engines, but when the pilot wasn't paying attention, the lineman pulled a pin on the tailwheel that connected the steering, so when he started taxiing toward the runway again, all he could do was go in circles. He taxied in big arcs, apparently gave up the idea of flight, and swooped back toward the FBO where he struck a wingtip on a parked fuel truck. So, no flight for the inebriated old student and his tipsy girl, and the Beech was retired from its current charter career; parked against the hangar for many years with its smooshed wingtip, no longer shiny. Finally someone came along and slapped a new wingtip on it and flew it away. I don't know what kind of life it was going to have, but it made me happy to see it in the air again; just not with a partying couple who were heading for disaster.

Life at the airport was never dull!

