

# Aerotalk!



March 2019

Est 1974

Volume 2, Issue 6

## Manager's Message



### Happy Birthday, Ponderosa Aero Club!

It was 45 years ago in March that Ponderosa Aero Club was officially formed at Strawberry Glen Field in Boise. Come to our current location at 1pm, Saturday, March 9th, to celebrate with fellow Club members and perhaps have a piece of cake for this big birthday!

Each month when I pause to share the latest news to you all in the newsletter, I am amazed at how much goes on here. In spite of the rain and snow and ice this month (followed by more rain, snow and ice), we are spooling up for our important annual meeting, welcoming many new members including CFIs, moving a lot of snow, bringing on Brandon Watts to help on the line, ATC tower tour, and finally two visits from Greg Meyers, Airport Operations Manager, who gave a thorough overview of KBOI short and long term plans followed by a great grounds tour.

Looking back at one month; I'm impressed with how much we have accomplished in a short time. This is important to remember when I feel frustrated that progress is not moving fast enough. For a strong club, I believe that the balance between thoughtful improvement and timely implementation is very important. I continue to aim for this for you all, so the next 45 years will be grand! Spring is coming-let's go flying!

*Janna*

As a postscript, in March 1927, a 25 year old Charles Lindbergh registered for the Raymond Orteig Challenge to be the first man to cross the Atlantic solo. The \$25,000 prize had been unclaimed for seven years-Lindbergh had only been flying for five. Think of what we can accomplish if we set our mines to it.



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Est 1974

Be Smart, Fly Safe and Have Fun!

## Welcome Mat, Badges, Board Elections, and CFI News!

### Welcome New

#### Members!

James Shipman	1/12/2019
Matt Roderick	1/22/2019
Spencer Wahlers	1/24/2019
David Jordan	2/1/2019



Emmett Ricks	2/2/2019
Kobe Jeppesen	2/2/2019
Arjun Chitre	2/2/2019
Jason Freeman	2/9/2019

### Badges Badges Badges!

Boise airport security badges are under the control of TSA. Please be aware of when yours expires, and do not let it reach that date!

If we reach the federally mandated threshold of expired, lost, or unaccounted for badges, we will be required to ask that every badge be reissued at the individual's expense. (That's \$65 for each of you!!)

The next badge audit is in April.



### We Want YOU! to consider running as a Member of the Board of Directors for 2019. Elections this April!

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



We need your perspective, diversity, and energy to keep the Club strong. Do a little homework to see what a good board member offers an organization, then express your interest to Janna no later than March 15 to be on the ballot.

**Scott Termini** took a full time flying job in Northern California! No sooner did Scott settle into teaching with the Club than he got another great flying opportunity. The aviation industry is moving fast! Good luck Scott... and be sure to come back when you want to do some flying for fun again.



## Accomplishments!

**Trevor Davidson** is Ponderosa Aero Club's primary mechanic for the PAC aircraft (with SP Aircraft), and to enhance his skills and understanding of aerodynamics, he trained with CFI William Foote and CFI Jesse Brother to achieve his commercial certificate. Trevor did his training in his own Mooney M20F and passed his checkride with DPE Greg Herbert on Friday, February 1st.



**Zak Sjoberg** passed his Commercial Single Engine check ride in a PA28-181 N2965W on February 18th. Clearly, DPE Julian Pridmore-Brown and Zak had a good time doing maneuvers between the cloud layers because they came back smiling. Zak's instructor was Rick Reiersen.



**To all of you who helped move snow to keep the planes open and ready for a break in the weather:**

You are awesome!! Thank you! The planes would not be flying without your help.

If anyone ever has a desire to clear off a plane or shovel snow after a storm, come on down! We have VERY limited snow removal services and cannot count on anyone to help us. Many hands make light work. Shovels and hot coffee will be ready for you.

Welcome **Brandon Watts** on the line! Brandon will be lending the Club a hand with fueling and moving aircraft. Be sure to welcome him when you get a chance. He is nearly ready to take his private pilot check ride too!

We aim to help with fueling daily from 1-4. If you fly outside these hours please expect to take care of your aircraft or ask for help. Sometimes we will be here later, so ask before you fly if you can.



## 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.**

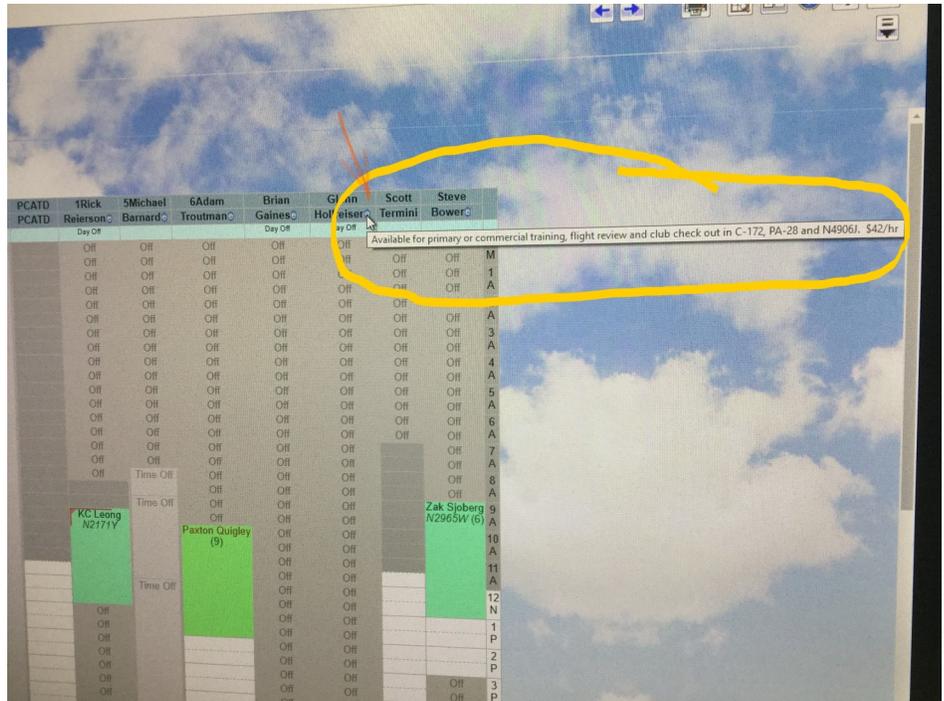




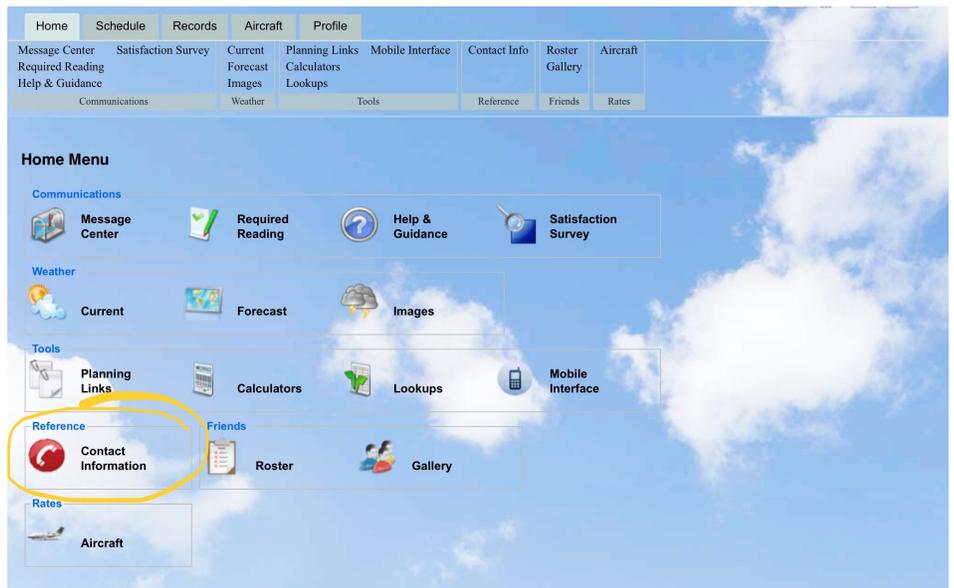
## So-Which CFI Should I Book?

If you are looking for a Club CFI to work with, MyFBO has a bunch of information to help you make your decision. On the main schedule, you can now look up what each Club CFI is checked out to offer.

The next time you look at the daily schedule, note the small blue dot to the left of their name. If you hover over it, you will get a summary of what they offer you, as well as their charge rate.



Need their phone number? Go to the home page of MyFBO and look up contact information for the CFI by clicking on the "Contact Information" button with the big red phone icon.





## The Runaway Saratoga, and the Shredded Seminole...

On the night of August 26th, 2001, at Parafield Airport, north of Adelaide, Australia, Doctor Luis Isabel, a 50-year-old surgeon from Wattle Park, was preparing for a flight home when he discovered that the battery to his single-engine Piper Saratoga was dead.

Satisfied the handbrake was on, he neglected to use chocks or locate another pilot to take the controls. The doctor climbed on to a wing to hand start the propeller but felt a 'huge surge of power' as the engine started. The plane shot away from him, and taxied forward. After being knocked down by the Saratoga, Isabel was hanging on to the tail of his aircraft trying to stop it going any further, and watching in horror it shreds through several surrounding aircraft - hoping that, any minute, the engine will stop. But, unmanned for over 150 yards - the Saratoga sliced through four Piper Warriors, operated by the University of South Australia Flying School, before turning sharply right and plowing into the school's Piper Seminole, registered as VH-KBZ, virtually destroying it, and spewing out hundreds of liters of avgas.

Amazingly, no one was hurt in the incident. The Saratoga's wild ride ended, just 25 yards from the airport's fuel tanks.

"It was pretty horrendous," said Professor John Thomas, head of aviation at the university, "It was hard to know where to start. Just totally devastating."

The university lost four of its six aircraft, and was forced to hire substitutes so normal operations could continue during the mid-semester break, when its 75 students concentrate on building their flying hours. The Civil Aviation Safety Authority conducted an investigation of the incident, and filed criminal charges against Isabel, but the Adelaide magistrate threw out the charges, citing that "it could not be proven it was not a mistake." It was surmised that the brake cylinder to Isabel's Saratoga may have had a cut or slit in the tubing, causing the pressure in the brake line to leak.

The University of South Australia sued Dr. Isabel for \$262,694.39, for the loss of the four Warriors, and for other costs associated with loss or their use.

Photos of the shredded Seminole quickly found their way onto the Internet, and formed a mythology of their own. The prevailing legend grew legs when picture of the plane appeared on eBay, with the alleged backstory being that of a guy with an angry ex-wife. Apparently he wouldn't let her get breast implants and instead bought the plane. She got mad and went out to the airport with a chainsaw, resulting in the photos.

In the fourth season of "Mythbusters", the myth was debunked, but the true story of VH-KBZ's photos were confirmed via realistic testing using a portion of wrecked aircraft, and engine mounted on a guidance rail.



## Past and Future Events!

### Relieving Winter Blahs!

On Friday Feb 22nd, we had another great gathering of friends and aviation family at our Annual Winter Party. About 50 people were able to brave downtown Boise for our casual gathering in a private section of Bardeney's. Live music, stories galore, new members, long time members, pictures on the big screen scrolling in the background and amazing food. What better way could there be to break up the duldrums of winter?



## Annual PAC Meeting and Backcountry Ground School

*Wednesday, April 24th 5pm*

Independence Indoor Shooting (same place as the last couple years), 2749 E Gala Ct, Meridian, ID.

Annual Club report– Board of Directors Elections– Rick Reiersen's Backcountry Ground School. Come for the vote; stay for the ground school!

If you want to fly the backcountry in Club aircraft, you must attend at least once! But this mountain flying ground school is amazing, must-have info for anyone flying in Idaho, and you get it for free!



## 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 PAC 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!

**Wed, April 24th, 5pm**     45 years strong, let's build the future Club!- ANNUAL MEETING

**Independence Indoor Shooting at 2749 E Gala Ct, Meridian, ID.**

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! Free backcountry ground school will be offered by Rick Reiersen too!

**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!

## N2863E Is Getting New Avionics! Wow!

In April, N2863E will be getting significant upgrades on the panel exceeding compliance with the fast approaching ADS-B requirements. This adds an outstanding IFR platform and weather safety resources to our backcountry approved 180hp Skyhawk. This costly upgrade will affect the rental price. Start doing your homework now so when you fly '63E you will be way ahead of the curve.

**GMA 345 audio panel.** In addition to selecting which radio you are transmitting on, this unit will have Bluetooth wireless connectivity with your compatible mobile portable devices, so you can wirelessly connect the 650 to your iPad and also distribute music or telephone audio through the aircraft audio panel wirelessly. **Type in "GMA 345 audio panel" for numerous YouTube tutorials.**



**Garmin GTN 650 COM/NAV/GPS.** This unit will integrate to the CDI, audio panel and GTX 345 providing ADS-B in display for currently free traffic and weather information. Functionally, this unit is similar to the Garmin 430 with touch screen. **Type in "Garmin 650 GTN trainer" to download a free app for your device from Garmin.**



**Garmin GTX 345 ADS-B In/Out Transponder** providing traffic and weather information not only for the Garmin GTN 650, but for ADS-B in capable programs such as ForeFlight.



**Dual Garmin G-5's,** one functioning as a DG/HSI (Directional gyro/ Horizontal Situation Indicator) and the other as an ATT (Attitude Indicator). When paired with the GTN 650, the G5 can be considered primary for displaying magnetic heading, VOR/LOC guidance, and/or GPS course guidance as well as distance and groundspeed. The installation of dual G5 electronic flight instruments eliminates the vacuum system and provides additional safety in redundancy. **Look for Garmin's official G-5 videos on YouTube.**



**ARTEX 345.** This ELT unit transmits on 406 MHz and 121.5 MHz frequencies while providing position accuracy thanks to the built-in GPS navigational interface.

**You will not be required to do a new check out for this upgrade, but like any change in an aircraft, make sure you know how to use the equipment before flying. Here at the Club, you have support and many options.**

- Sit in the plane and go through the manuals.
- Work with a CFI.
- Perhaps join another pilot to fly with them and see how they use the equipment.
- Watch a YouTube video
- **Stay tuned for a couple programs here at the Club when the airplane is back on line.** During these programs you will have a chance to learn how to use the equipment and ask questions.

*Make certain that you are comfortable with equipment before you fly. Learn it now so you are ready in April.*

**Tales of an Errant Pilot and Our Beech Sierra**

by Gail Frasier

Once upon a time, the Club had a Beech Sierra for our commercial trainer. It was a quirky heavy Beechcraft, which had pluses and minuses like everything does. I wasn't the manager yet; I was still flight instructing for the Club when this story begins.

We had a Club member that wanted a checkout in the Sierra, and that required ten hours of dual instruction, since all his other time was in a C172. There were a number of moments in those ten hours that made me wonder about his previous training and/or the way his mind worked. But after ten hours, I thought he was sufficiently competent in the Sierra to get signed off.

Now, for one of the quirks of the Sierra; the master switch, instead of being a split rocker switch like most aircraft you're familiar with, had two switches, so essentially, you had to turn on both, the right side one for the alternator and the left activated the battery. This fellow and I had gone over and over that and spent ten hours with it. But his first flight after check-out involved a long cross country over many days with multiple stops. After a few days, he called and said he'd had an electrical failure the first day and had been HAND PROPPING the plane with his girlfriend on the brakes over the past few days. He said, gosh, I've never done that before!! He was now on his way back to Boise. Nobody at PAC was very happy about this, but we waited for the plane to return to figure out the electrical failure. When he returned the aircraft, I had it jumped, and flew off toward our maintenance shop. There didn't appear to be anything wrong with the electrical system. It was charging great. We finally figured it out. He hadn't turned on the alternator switch. Well, sometimes he did, and sometimes he didn't, which kept it working sometimes. After sternly chastising him about hand propping and a reminder about the alternator switch, that was that.

Then he took it on another trip. On his return flight, just about over the town (and airport) of Fairfield, he encountered a severe engine vibration. Really, really severe. He played with the power settings and found that climbing at full throttle resulted in the least amount of vibration, but it was still bad. He then flew south, and since it was still holding together, he flew toward Mountain Home. He kept going until he was over Boise at 10,000' at which time he declared an emergency. He didn't want to pull the power back, but you know, at some point you have to come down. It still held together, being the stout sturdy little Beechcraft it was, and once on land, it was found to have lost about five inches off of one of the prop blades, hence the vibration. The exhaust system was shattered, the motor mounts compromised, and the dipstick had popped out and beat the oil door to smithereens. Engine had to be overhauled.

And the pilot learned; land! No, he wasn't checked out at Fairfield (which is why he said he hadn't landed immediately), but in an emergency, all Club rules and everybody else's can be superseded! Never pass up an airport in an emergency! Obviously the prop blade wasn't his fault. Discussions later concluded that in most other aircraft, the engine could have parted company with the plane and the pilot would have just been along for the ride on the way down. So bless your heavy hide, Sierra! It could have turned out very differently.

This fellow had a colorful Club career. After almost running out of fuel several times and stating the reason he didn't buy fuel was because he was too lazy, he then primed a C182 10 times on a warm morning (with hundreds of hours in one), set it on fire, and walked away. It was determined that he should either quit flying or purchase his own plane. I believe he took the former route.

