



April 2019

Est 1974

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Manager's Message

Hi all of you fine Club members!

It is so wonderful to see spring bringing back the spark of aviation in so many people! The planes are flying more! Members are planning their adventures. So what's your challenge to yourself this year? I've heard some pretty interesting ones over the years. One long time member from another club I belonged to on the east coast had the goal to fly on every day of the calendar. He slowly chipped away at that every year filling in the gaps. I know another pilot looking to land at every airport in Idaho, where another uses each of her flight reviews to try something new. One year she got her float plane endorsement in Maine for her flight review. What are you thinking? Back country training so you can go camping at Garden Valley this year? Have you ever flown N9099K, the Piper Arrow? How about the exciting new panel that N2863E is getting? Would you like to learn to fly a lazy eight? How about becoming a Civil Air Patrol or Angel Flight volunteer pilot? Never stop challenging yourself-in safe ways of course! It makes you a better pilot. There are so many rich opportunities not only here at PAC, but aviation all around us. I hope you are able to take advantage of something new this year. If you need ideas, ask a CFI, another Club member, or myself.



Be smart, fly safe, have fun!

Janna



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 Est 1974

Be Smart, Fly Safe and Have Fun!

Welcome Mat, PAC Birthday Cake, Accomplishments!

Welcome New Members!

Michael Winston 3/1/2019
 Marissa Aiken 3/9/2019



Happy Birthday Ponderosa!!

Founding member **Myron Gilbert**, with the help of some of the youngest Club members, blew out candles marking 45 years of Ponderosa Aero Club on March 9th! While Myron and former general manager from the late 1980's, **Denny Wollen**, as well as a host of others caught up on news from each other, younger aviators tried their engineering skills upstairs with their own paper airplane designs. Sailing through hoops, popping balloons, surprising your mom out on the hangar floor- crazy designs abounded!



Happy 45th

Ponderosa!

Here's to the next 45 years!



Noah Goeddertz earned his Certified Flight Instructor certificate on March 22nd. He earned his private pilot license at Bismarck Aero Center in North Dakota, then moved to Boise, ID, to continue receiving flight instruction and went on to earn his instrument, commercial single engine, and CFI ratings with Rick Reierison; all at Ponderosa Aero Club. He took his checkride with Greg Herbert and immediately became a CFI at PAC and will be on the schedule ready to be your instructor beginning April 4th.



Board of Directors Elections

Board of Director's Candidates for 2019-2020

Elections are April 24th at 5:00PM. Choose 3-7 Directors. Vote Wisely.

Alphabetically:

Reed Disney



Reed Disney joined Ponderosa Aero Club in 1999 to learn to fly. Balancing work, family, and training he took his time and earned his PPL in July of 2001 in Cessna 28G, and has been an active member ever since. He has been on the Board, serving as Chairman for the last two years and hopes to continue serving. He has also served as a Trustee of the Idaho Technology Council, and NSPro, Inc. an Idaho technology holding company. Reed is a VFR Pilot with endorsements for high performance and complex retractable and currently enjoys flying the Arrows. He has 19 years of experience in the business of operating critical IT infrastructure, networking, and Internet services to clients in the US and internationally. Reed offers significant business experience with fiduciary responsibility, team leadership, and a passion for aviation. As a Ponderosa Board Member, Reed's goal is to keep the club thriving with leadership that brings great pilots together with amazing instruction, safety, and well-maintained airplanes.

Cam Echanis

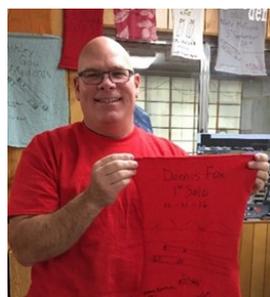


In June 2011, my girlfriend gave me a Discovery Flight for my birthday. Jokingly she wrote on my birthday card "now we can fly to McCall..." Up to that date, I never considered flying and only been in private single engine planes a handful of times. On February 12th of 2012, I took my Discovery Flight with Dave Moler and that was it, I was hooked. After the flight and debrief was complete, Dave asked me how I liked it and all I could say is "where do I sign?" A year later, I had my private pilot license. This is one of the most exciting things I have ever done and enjoy continuing education and camaraderie of aviation. Flying has taken the place of some of the exciting things I did in my younger days; great to have a passion.

From the time of my Discovery Flight, my experience with Ponderosa Aero Club has been outstanding. My hope is that this club continues to provide great experiences for novice aviators as well as the experienced pilots. I feel compelled and obligated to continue the great experiences I have had with PAC and my aviation opportunities.

I own N4427R and N4312R and was on the board from 2013-2017.

Dennis Fox



Hi, my name is Dennis Fox and I'm asking for you to vote for me as one of your Board Members. Like many of you, I have always loved airplanes, the thought of flight and everything that has to do with flying. As a kid and most of my adult life I was into RC airplanes as I never really thought I would have the opportunity to fly the real thing.

With the support of my wife Kathy, I went through an abbreviated flight class through the Boise Community Education program and passed my written test on February 12, 2016. I joined Ponderosa Aero Club in September of 2016 to start my journey into flight. Jamie Boesiger pulled the short straw and was stuck with me as an instructor. Great for me but bad for her. She had a big job ahead of her, but she stuck with me and got me through my cross-country solos. Due to life and lots of other things happening I have had to hold off with completing the final portion of getting my private pilot license.

I started my business (Fox Heating and Cooling) and have been focused on ensuring the success of the business and have put flying on the back burner. My work and social life have given me a wide variety of experiences and a unique ability to address issues by listening to people, observing and understanding issues and making decisions based on the information without overreacting to my emotions. Being self-employed has taught me to trust my decisions and to make them carefully.

Continued on next page

Board of Directors Candidates - Continued

Dennis Fox continued:

I will be able to utilize this while on the board and feel it would be a great way I can continue to be involved with and give back to the club. I'm planning on continuing my training and getting my private pilot license as my time and focus allows. Please feel free to contact me with any questions or concerns you may have.

As before, I'm asking for your support and vote to represent you on the Ponderosa Aero Club Board of Directors. Thank you.

Gail Frasier



Hello, my name is Gail Frasier, and I am a Lifetime Member of Ponderosa Aero Club. I joined the Club in 1992 to get my instructor rating, then moved to the Boise area from Hailey to instruct for the Club. I was a full time instructor for five years, and then was offered the position of Club Manager, which I was for the next 15 years. Some of you know me; I retired as Manager in 2011, but if you weren't in the Club before that, you do not. You may know me only as the person who writes stories for the newsletter every month for the last year or so, as I never wanted to not be involved in PAC. Ponderosa was my baby, and I devoted all of my time and attention for those 15 years to caring for the Club and its members and aircraft. Sustaining this wonderful institution was of utmost importance to me; holding our high standards of safety, training, and providing great aircraft to our members; protecting the investment of our leaseback owners, and keeping an eye on the big picture of Members, Aircraft Owners, and Instructors so that it was always balanced to everyone's benefit. During those 15 years, I kept the books balanced, the safety record for our aircraft was stellar, and our student pass rate was very high. We had as many as 150 members and 14 aircraft that were always clean and well maintained. I was briefly on the Board right after retirement. My desire now is to join

the Board of Directors again this year so that I might share my experience and become a board member that helps balance the past, present, and future of the Club. All of the board candidates have wonderful talents and skills to bring to the table to help the Club, but I believe I am in a unique position to bring all of my experiences with the Club to help the Club succeed into the future. Thank you for your attention and your vote.

Nick Hough



After five years in the Marine Corps, working as a Aviation Electrician on the EA-6B Prowler, Nick decided it was time to learn to fly. In 2013 he earned his Private Pilot's license and has continued his training in Idaho's backcountry as well as working towards his Instrument rating. Professionally, Nick owns and operates several small businesses and currently spends most of his time doing freelance software development. He has served on the Ponderosa Aero Club board for 4 of the last 5 years and hopes to continue to be a valuable asset for the Club.

Continued on the next page

Board of Directors Candidates - Continued

David Keil



David has been a member of Ponderosa Aero Club since 2005, the year he obtained his private pilot certificate. He owned a Diamond DA-20 for a few years and is the current owner of the club's well-equipped cross-country/back-country wagon, our beloved Cessna 182 N759ZU. David's non-profit board experience includes the Pacific Northwest Clean Water Association (PNCWA), his local church vestry, and the One4All Charitable Fund. He has served on the PNCWA board since 2012, including a role as Association President in 2017-2018, and will be retiring from the PNCWA board this fall. He spends the balance of his time flying, skiing, taking care of his family, and pursuing his various entrepreneurial endeavors, including EntryG8.com, which launched in 2018 as an online marketplace for outdoor recreation access to private land. He continues to consult on part-time water resource civil engineering projects as he also works on developing another yet-to-be-launched online marketplace. David values Ponderosa instructors' experience, the flying club's camaraderie, the importance of sharpening his and other pilots' skills, and the role each of us have as aviation ambassadors. He looks forward to returning to the Idaho backcountry in 2019 and to hanging out more with other like-minded club members!

Gil Kirkpatrick



I started flying gliders in 1980 in Warrenton, VA. After a brief flying hiatus, I got my private glider certificate and later worked weekends as a commercial pilot and CFI-G at the Plymouth, MA airport during the 80's and 90's. After getting married and moving to Phoenix, AZ in 1994, I got my SEL certificate flying Cessnas out of Sky Harbor. I raced gliders cross country from the Sonoran Desert all the way up to the Grand Canyon, and I was President of the Arizona Soaring Association for a while. My wife and I (now with three kids) moved to Australia in 2009 where I flew LSAs and ultralights, and also served as the Vice President of the South Coast Recreational Flying Club based at Jasper's Brush, NSW. Personally, Kiry and I have been married for 27 years, and have three children. Molly and Scott are attending the University of Wollongong in Australia, and my youngest, Ryan, is attending the University of Idaho up in Moscow. Professionally, I'm an executive for a small software company based in Australia specializing in network security, identity, and access control. I've served on the PAC Board for the last two years and have developed a good working relationship with Janna and the other Board members. We've had good success getting our financial and administrative house in order and can now look to the longer-term health and growth of the club. My two main areas of interest are to 1) increase the amount of social flying we do (as distinct from training flights), particularly to back country or near-back country strips, and 2) to increase the selection of aircraft we have available to club members.

Mackey Migel



Hello everyone! When I was only 7 my father would charter a pilot and airplane to fly to out-lying towns to do surgery when his patients were unable to get to him in Idaho Falls. Well, it didn't cost any more to take his sons along with him! I would get a chance to sit in the right seat and the pilot would let me fly! Ever since then I've loved the sky! I became a flight instructor at age 19 and have about a 1000 hours sharing the love of flying with others. I joined Ponderosa in the fall to re-instate as a flight instructor. I have enjoyed getting to meet some of you, and to 'work' with Janna, the staff and the instructors here. It would be a pleasure to support your interests and thereby help the club.

Continued on the next page

Board of Directors Candidates Continued

Travis Shelton



I joined Ponderosa in 2015 to achieve one of my life goals of becoming a private pilot. Shortly after joining we welcomed the birth of our first daughter so the chips were stacked against a timely completion of my ppl but with hard work, dedication, and the amazing support of my wife I became a licensed pilot in the fall of 2016. Since then I have had the chance to meet and fly with a bunch of the Ponderosa and SP Aircraft family. I obtained my float rating during an epic backcountry adventure with Andy and then my tailwheel with Rick. Next on the list is high-performance, complex, and instrument then commercial.

I graduated from Boise State in 2004 with a Construction Management degree and now own a Construction General Contracting company here in the Valley. Prior to starting my company I worked as a Project Manager for a large Heavy Civil contractor all over the country on large scale projects. One of such projects was a \$65M hydro-electric facility in Valdez, Alaska where I was the Design-Build Project Manager responsible for all aspects of the timely completion of the work. As many of you may know Valdez holds a major fly-in each year where backcountry planes compete in a STOL competition. As I watched from the sidelines for two years in a row my passion for becoming a pilot grew immensely. By the time the third year rolled around I was enrolled at Ponderosa as a student and enjoyed experiencing the fly-in up close and personal while watching Matt Conklin and Andy Patrick compete.

Ponderosa Aero Club has allowed me to fulfill a lifelong dream. I simply want to do my part in making sure it's membership remains strong to provide that opportunity to future generations. I feel my business experience, local connections, passion for aviation and strong work ethic would be an asset to the board while also providing me the opportunity to give back to the community that has already helped me out so much.

Chellie Terry



I joined Ponderosa Aero Club last spring, earning my PPL on October 3, 2018 with the help of instructor Rick Reiersen. In my family's Citabria, I completed a tailwheel endorsement in March 2019. I come from a family of pilots and feel so honored and humbled to join them in the aviation realm. My husband and I have 2 children, age 7 and 9. I am a physical therapist, working at Saint Alphonsus. I volunteer on a regular basis at my children's elementary school. Most recently dreaming up, directing parent volunteers and guiding little people to complete a substantial classroom art project to be auctioned as part of a school fundraiser. As a physical therapist, I am constantly solving problems, educating, giving constructive feedback and working as a member of an interdisciplinary team for the best interest of the patient. The key to a good physical therapist is the ability to listen patiently, process through extraneous information and identify the root cause of the issue. I am eager to use these skills to become a productive member of the PAC board and assist in achieving a positive, dynamic club environment.

Because of my new membership, I bring a fresh, outside perspective to the board. I came to the club as a student pilot seeking instruction and am now an active member - two distinct areas that I can share experience and weigh in on. As I approach my one year anniversary as a member, I would like to give back to the club that helped me accomplish my dream. Volunteering for the board is a perfect start.

Board of Director's Candidates for 2019-2020

Elections are April 24th at 5:00PM. Choose 3-7 Directors. Vote Wisely.

63E Unveiling and Garmin 650 Tutorial



Many of our pilots favor flying our Cessna 172 N2863E which has been in the Club for many years. Several years ago, the plane was transformed after a new interior was installed. Currently, 63E is getting an upgraded avionics package which will place the aircraft closer to the "glass cockpit" category than any of our other single-engine aircraft. It will also be IFR rated and current for those pilots that want to exercise their IFR privileges, weather permitting, of course. Have no fear, the plane will have a combination of steam gauges and digital instruments, which will assist in the transition to learning full glass as many modern are equipped. 63E will be the only plane in our fleet that has a Garmin 650! In last month's Aerotalk! Newsletter, the avionics were featured, showing us what exciting instruments we can expect to see in a couple of weeks. N2863E was taken to the maintenance facility on Monday, March 25th and the estimated time of completion is 2 weeks.



What makes 63E so special is not just the new avionics, but that it is a very comfortable transition from a 150 hp Cessna 172. N2863E has a 180 hp engine and STOL kit which makes it the perfect plane for those pilots that are interested in venturing beyond the pavement and into the Backcountry. Ponderosa is structuring a program so more pilots can get checked out at the nearby less intimidating dirt or grass strips such as Garden Valley, Idaho City, and Smith Prairie. If you want to land at more complex strips, advanced training will also be available.

We want you to be prepared and comfortable with the avionics no matter where you go in 63E. The Garmin 650 is very intuitive, but like any new electronics, it takes a little time to get to know the features and we suggest doing that on the ground. Therefore, Ponderosa Aero Club is offering a 63E Unveiling and Garmin 650 Tutorial. The date will be Wednesday, April 17th at 6:00pm in the Ponderosa Aero Club lobby. Come prepared with your iPad if you have one. Download the free apps (see photo) beforehand and we will go over some features and plan a flight on the big screen. You could certainly learn by yourself, but sometimes it's easier and more informative in a group setting where your colleagues ask questions that you didn't even consider.

NOTE: If N2863E has not been completed and back to Ponderosa by April 17th, we will schedule a make-up event date on May 1st.

If you have suggestions or you already know the Garmin 650 well and want to assist, please contact Sharki at 714-609-4233 or acesharki@gmail.com.





Springtime Weather

As springtime approaches, pilots don't have to be as concerned about the impacts of snow and ice on their flight plans, but that doesn't mean they are free of weather-related worries. The spring months can be incredibly volatile when it comes to weather with rainstorms, tornadoes, and yes - even the lingering snow-storm.

Unfortunately, this increased unpredictability and wider range of potential weather concerns can create dangerous flying situations, spelling bad news for those private pilots itching to fly after a long winter.

So, before take-off, download one of these handy aviation weather apps that will give you the information to stay safe as you plan your next springtime flight.

TAKEOFF

Download for iOS and Android

With color-coded storm reports, personalized displays and custom warning notifications based on your aversions to weather risks, the Takeoff app helps pilots easily and reliably understand if the flying conditions are right for their comfort level. With warnings based on things like cloud ceilings, visibility, total winds, runway crosswinds temperatures and dew point spread, Takeoff helps keep you out of harm's way whenever you're feeling uncertain about the weather.

FLIGHTRADAR24 FLIGHT TRACKER

Download for iOS and Android

Wall Street Journal called Flightradar24 Flight Tracker the "Facebook of Aviation," due to its huge amount of real-time weather data and flight tracking capabilities. With this app, pilots can view the weather conditions of over 3,000 airports across the world, as well as the current position of their aircraft in real-time to see surrounding weather conditions. Plus, the app has added layers for clouds, precipitation, lightning, volcanic eruptions, AIRMETS and SIGMETs, and high-level significant weather forecasts.

CLOUDTOPPER

Download for iOS and Android

In spring, clouds can form quickly, blocking your view and potentially ruining your day behind the control wheel. With CloudTopper, you'll always know whether or not you will top that cloud ahead of you. This weather app uses your phone's camera and gyroscope to make a sight level - the user simply points it out the front of the airplane and looks for the big black line to direct their actions. And, at only 99 cents, it's an affordable choice for checking cloud coverage in your area.

AEROWEATHER

Download on iOS and Android

AeroWeather is a great choice for pilots looking for current and precise weather conditions (METAR) and forecasts (TAF). The AeroWeather app provides access to METAR and TAF information for airports throughout the world. Users can see data in either its original (raw) format or as fully decoded in an easy-to-understand text. AeroWeather also provides pilots with preflight-briefings, offline weather data access and many unit and format settings for METAR and TAF readings.

MYRADAR

Download for iOS and Android

The aviation weather app market is chock-full of useful tools, however MyRadar has become an extremely popular choice for pilots, accruing over 35-million downloads. That may be due to its high-definition radar, aviation charts and flight-plan weather tracking, as well as detailed NOAA weather alerts, temperature reports and hurricane tracker. Users can even share weather photos, making it helpful to plan routes to any destination. Plus, the app features some other nice tools for aviators, including AIRMETS and SIGMETs overlays, as well as weather warnings and alerts, with live notifications to keep you informed whether you're on the ground or in the air.

GARMIN PILOT

Download for iOS and Android

In terms of aviation weather aviation apps for pilots, this is one of the industry standards. Garmin Pilot is great for both private and corporate pilots, coming equipped with a flight planning feature that offers detailed aviation weather information. With interactive maps that visualize weather conditions for your route, flight plan filing, real-time weather updates after takeoff, a GPS-driven instrument pack for navigation, weight and balance, airport information and a comprehensive logbook, Garmin Pilot makes it easy to plan ahead so you can avoid dangerous flight paths.

METARS AVIATION WEATHER

Download for iOS

iOS users that are looking for a weather app with some frills, check out the METARs Aviation Weather app. With this loaded onto your iPad, iPhone or iWatch, you can set your favorite airports and track the VFR/MVFR/IFR/LIFR information with the help of color-coded icons. Using customizable notifications, the app can alert you (even if it isn't open on your device) to changing weather conditions automatically - perfect for those times when you need to know if a destination airport suddenly changes from VFR to marginal VFR, for example.

AVIA WEATHER

Download for Android

For Android users who are searching for a reliable and easy-to-use aviation weather apps, Avia Weather is a good option. This app decodes and presents the current METARs of over 9,500 airports worldwide. With a simple color-coding system, pilots can receive quick classifications of VFR or IFR conditions. Users can also access current TAF weather forecasts, displayed in a clear, decoded format.

Armed with knowledge and good judgment, you too can make good weather decisions!



Upcoming Events!



**April 22, 2019 7-9 pm THE RIVERSIDE HOTEL
2900 W CHINDEN BLVD BOISE, ID 83714-6629**

Flying in the backcountry is an exciting and rewarding challenge with little room for error. It's an exacting environment that demands sound decision making, stellar stick and rudder skills, a thorough understanding of the weather, and an intimate knowledge of the airplane. Whether you're a seasoned backcountry flyer or flatlander, you'll enjoy this new seminar, which delves into conditions, challenges, and accidents unique to backcountry flying. Together with your seminar leader you'll examine lessons learned to fly safely in any operating environment.

Wings program. Registration is encouraged, but not required.

***Mark Your Calendar!
Annual PAC Meeting !
Wednesday, April 24th 5pm***

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

More details will come in an email soon.



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!



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!

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!



Out of Gas and Altitude



by Gail Frasier

When you're the manager at Ponderosa, the majority of your stories become more about other people flying, as the members and instructors bring them all back to the office and share. This story is for you Piper students.

One of our instructors was teaching a primary student with less than ten hours of flight time in our Archer N2965W. They had gone over to Emmett to practice take offs and landings. Now Emmett is a nice quiet close airport that is fairly short and surrounded by a few houses and some agricultural land.

When I first joined Ponderosa to work on my instructor rating, we were doing all the maintenance on Club aircraft there. I immediately got involved with moving the aircraft back and forth for their oil changes and whatnot. The runway was shorter then; I remember the runway length being the same as the field elevation; 2350'. It has a displaced threshold heading west now because once upon a time a Tripacer had smacked into a stop sign on short final right near the airport perimeter fence. I think that stop sign is still a shorty; not a standard height stop sign. The runway lights were really strange back then too. They were like mushroom shaped landscaping lights and they weren't along the runway edge. They were about ten feet out away from the runway edge and half of them were inop. Made for crazy night landings. No approach assistance either like VASI or PAPI.

Anyway, our instructor came back from this flight in 65W, and he was still a little shaky. Apparently they had been doing pattern work; stop and taxi back to depart to the east. While taxiing, the instructor asked the student to switch fuel tanks. If you're a Piper kind of pilot, you can picture the fuel selector over by the left ankle of the pilot. If you're not, well, that's where it is. The handle pivots in a circle from left to right to off. To turn the fuel off, there is a spring loaded pin that has to be depressed to keep from inadvertently switching the fuel to off when you didn't mean to; at least that's how it's supposed to work. He asked the student to switch tanks while on the taxiway, and they taxied to the far west end of the runway to depart from 10. They announced their departure, pulled onto the runway to take off, and shoved the throttle in. They rotated, started climbing, and had just passed the departure end of the runway at an altitude of several hundred feet, when, you guessed it, the engine quit. Not a good place for this. He said in that moment of strange clarity, he thought he could see the local cows looking up at him, and planning on how to dodge them in their field when 65W ended up in there with them. Somehow he managed to coach the student, with a little urgency, that they needed to go through the engine out procedure as they planned this cow pasture landing which included switching fuel tanks. That's when it was discovered that fuel selector had somehow been put in the OFF position. Luckily they had the engine running again before they lost all of their altitude. Bye bye cows. The weirdest thing after all that adrenaline wore off (this is the instructor speaking), is that the student wasn't scared. He was thrilled. He couldn't wait to tell all of his friends. If you think cheating death is really fun, you really need to have a chat with yourself. A pilot should have a healthy sense of self preservation, which means a little fear. Not fear of the paralyzing kind, but the kind that keeps you out of trouble. Losing the engine at 200' is not fun. For you or the cows.

