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# Manager's Message

This newsletter marks the close of my tenure at the club. Way back in July 2017 I took on the responsibility of managing Ponderosa Aero Club. The bar is set high following a long line of fantastic managers, board members, CFI's, airplane owners and members who have all contributed to the intricate tapestry that the club has become over four decades. I have enjoyed this time immensely. It has challenged me in many ways and usually left me wishing I could do more. The energy in the club is contagious.

An opportunity to step back into the natural resource flying arena has developed which I have decided to take. This has not been an easy decision for me, but with support from board of directors part of the decision has been easier and ensured a smooth transition of leadership for the club.

Starting the first of November I have accepted the opportunity to captain King Air for Weather Modification Inc. The past two winters I have been flying with them during their winter cloud seeding project to help our local water supplies. Applying my skills to support natural resources through aviation is important to me. I am happy for such an opportunity, especially with the industry wide shortage finding qualified pilots.

I see the position of general manager as a keystone to aviation providing an opportunity for countless flying experiences, many certifications, endorsements and to build relationships with a wide variety of pilots. Through this outstanding club I have been honored to do what I could to nurture quality environment for you and hopefully encourage new experiences. I thank you all for your safe, respectful flying adventures here! You will continue to see me around flying or volunteering with the club as well as occasionally flying with SP Aircraft. Please continue to share your flying stories with me. I enjoy hearing from you.

Now for the most exciting news. During the discussion with the board of directors the stars have aligned and your new general manager has been appointed. I am happy to announce that long time club member, David Keil, and I have been working closely together preparing for November 1st and beyond. Read on to learn a little more about Dave.

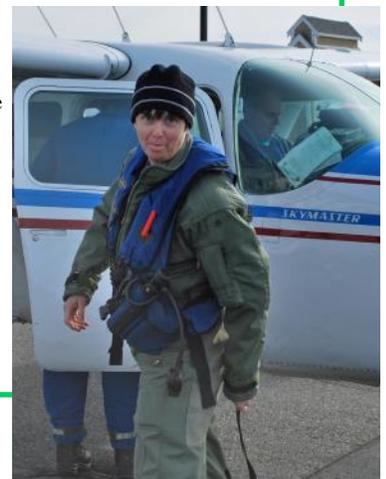
Thank you all!

*Janna*

→  
my first natural resource flying job  
whale surveys, Cape Cod, 2009



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## Greetings Ponderosa Aero Club aviation enthusiasts!

The Ponderosa Aero Club Board of Directors recently asked me to serve the club in the role of General Manager and I am pleased to be able to accept the position.

Since I joined the Club in 2005, I've seen several General Managers come and go. Every GM brought unique talents and skills to the position. The Club continued to offer members access to well-managed and well-



My daughter Shannon about 13 years ago (2006).

maintained aircraft, safe and secure facilities, quality instruction, and even a variety of fun social events. Janna continued this tradition and added her warmth and welcome to every person who walked through the hangar door. We will miss Janna as GM yet congratulate her on her new opportunity!

I have a soft spot in my heart for Ponderosa and for general aviation. I've dreamed of being involved in general aviation since I was a kid, when my mom and dad flew a Cessna 182 from our family farm in Montana. I started working toward my private pilot certificate in 2004 in Everett, Washington as a member of the Boeing Employees Flying Association. I moved back to Boise in 2005, resumed my training at Ponderosa, and got my private pilot certificate several months later.

Having fallen in love with flying, a co-worker and Ponderosa member encouraged me to buy an airplane and use it as transportation for work. My wife and I purchased a Diamond DA-20 (N634DC) and added it to the club fleet. I recall Gail Frasier, the Club GM at the time, saying that it feels as if it has a JATO rocket attached to it. While that might have been a bit of a stretch for a 125-horsepower fuel sipper, it was a fun plane to fly. After my company got bigger, and the corporate risk managers got more aggressive (and less friendly to general aviation), all our employees were grounded, and we eventually sold 4DC.

With years of intermittent flying gone by, we decided to purchase a Cessna 182Q and put it into the club. This got me more excited about the prospect of backcountry flying! So far, I've had the pleasure of flying into Garden Valley, Smiley Creek, Stanley, Smith Prairie, Idaho City, Donnelly, and Big Creek. The Club's rules for backcountry flying stress safety and precision-flying and open vast opportunities for members who wish to access this treasured landscape. We are fortunate to continue to have exceptional backcountry flight instruction available to Club members and we will continue this tradition while I am GM.

While the Club continues to evolve, the day-to-day business operations will function as normal and special projects for the Board of Directors will also continue as planned. Most importantly, I will be focused on maintaining Ponderosa Aero Club as the place-to-go for current and future aviation enthusiasts to share our love of flying and Idaho's outdoors safely, cost-effectively, and frequently.

As pilots, we must first aviate, then navigate, and communicate. Club functions are no different. Members actively aviating leads to a healthy and vibrant club, so get out and aviate! We must also navigate and plan, so we know what the Club needs in the future. Last, we will communicate what's happening, so you can continue to be apprised of all the great things happening at the Club and where we are going.

I look forward to meeting all of Ponderosa's members, listening to your experiences, and helping to guide the Club in a new era. Please swing by and say hello. If nothing else, maybe getting up to the Club to meet the new GM will trigger your urge to get out and fly. If you need other excuses to go fly, please give me a call and we'll come up with a few good ones!

Sincerely,

*David Keil*



*Me and my family at the Club's Warm Springs Campout and Work Party (2018).*

**Welcome Mat**

*Welcome New Members!*



**Thomas McBennett 6/21/2019**

**Richard Meziere 6/24/2019**

**Chris Christman 7/1/2019**

**Cameron Martyn 7/1/2019**

**Mike (James) Reisenleiter 7/1/2019**

**Sean Robbins 7/1/2019**

**Dana Zuckerman 7/2/2019**

**Ben Garfin 7/15/2019**

**(Mark) Jeffrey Cox 8/3/2019**

**Kristopher McConnell 8/7/2019**

**George Myers 8/10/2019**

**Joshua Johnson 8/13/2019**

**Douglas Winston 8/15/2019**

**Michael Bingham 8/28/2019**

**Konstantin Poklonsky 8/29/2019**

**Mike (Dennis) Strasser 8/29/2019**



## Accomplishments

**Sean Robbins re-solo!** Sometimes we have to take a break in our training. It's hard work to dive in again for a "re-solo" after a 14 year break. Nice work Sean! You are an inspiration to us all! Sean's soloed in 28G on August 31 with CFI Noah left behind.



## Cameron Martyn soloed!

September 30th Cameron took the controls of 27R and off he went! CFI Mackey watched his student ace his flight.



**WHAT'S OUR NEXT FLYING LESSON, TOM?**

**LET'S DO A "STALL" AND RECOVER FROM IT!**

IN AN AIRPLANE "STALL," UNLIKE AN AUTOMOBILE STALL, THE ENGINE CONTINUES TO RUN. A "STALL" GIVES YOU THE "FEEL" OF THE PLANE.

WE'RE HIGH ENOUGH. LET'S LEVEL OFF AND START THE STALL BY EASING BACK ON THE STICK AND THROTTLE.

WE HOLD THE STICK WAY BACK UNTIL THE PLANE LOSES FLYING SPEED. WE KEEP THE NOSE HEADED STRAIGHT WITH THE RUDDER PEDALS.

THIS IS FUN!

WHEN THE NOSE FALLS BELOW THE HORIZON, PUSH THE STICK FORWARD TO GAIN SPEED.

AS FLYING SPEED IS REGAINED, WE EASE THE STICK BACK TO RESUME STRAIGHT AND LEVEL FLIGHT. RETURN THE THROTTLE TO CRUISING.

IT'S REALLY EASY TO FLY A PIPER CUB!

IT SURE IS, MARY. NO WONDER IT'S AMERICA'S MOST POPULAR PRIVATE AIRPLANE!

**THE STALL LOOKS LIKE THIS**

- STALL** — Stick Way Back and Throttle Closed
- FALLING THROUGH** — Stick Still Back
- STARTING RECOVERY** — Stick Forward
- REGAINING SPEED** — Stick Eased Back
- RECOVERY** — Stick Neutral and Throttle Advanced

**PIPER PLANE QUIZ**

- How long does it take to learn to fly a Piper Cub?  
8 hours instruction required before soloing.
- Is travelling in a Piper Cub expensive?  
No, it's the most economical of all accepted forms of transportation.
- Will peacetime Piper Cubs be sold on the installment plan?  
Yes, like the auto, one-third down, easy monthly payments.

\*\*\*

This lesson and others that will follow explain only the fundamentals. See your Piper Cub dealer for actual flying instruction. Write us "Plane Quiz" questions you want answered.

PIPER AIRCRAFT CORPORATION  
LOCK HAVEN, PENNA.

**Get This "How to Fly" Booklet NOW!**

Describes and pictures all the basic steps in flying. Over 50 step-by-step photo-illustrations. Many other facts and full-color pictures of Piper Cubs. Write Dept. SP25, enclosing 10c in stamps or coin for postage-handling.

**IS YOUR TOWN READY TO FLY?**

FREE Booklet, "What Your Town Needs for the Coming Air Age," illustrates and describes various types of landing facilities. It will help your community plan an inexpensive landing area now! For your copy, write Department SP25W.

**PIPER CUB**



## Operations

### Block rate opportunity with N28663E

Even though Graham Weatherley invested a lot in the new panel, he wants to offer a generous block rate to all of you. You may pre-purchase a minimum of 5 hours. Maximum of 10 hours

At the old rate of \$110/hr.  
The current rate of N2863E is \$120/hr. **The block rate must be used no later than January 6, 2020**

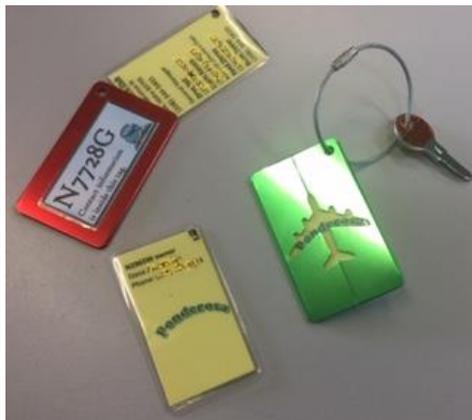


←Garmin G5's

### New Key Chains for airplanes

*Small package with a lot of info.*

The airplanes now have small luggage tags holding them together. Hopefully the larger size will make them a little less likely to go home with you. Some members even put their car key in the key box to help prevent this foible. In the luggage tag is useful information that you might someday need including the club number and address, general manager personal cell number, Boise Tower etc.



### New format for the "newsletter" in the works

Dave is working on updating our practices to get news out to the members. The newsletter is a dated platform that could use some improvement. Not to mention that it is time consuming! It is very important that we continue to get information out to all members in a timely manner. He has some excellent ideas but would welcome not only your thoughts but help. Contact the club if you wish to volunteer a small amount of time each month to help.

### Check your BOI badge please.

Ponderosa Aero Club along with other badge issuing organizations on Boise Airport is being audited again. The TSA requires a reissue if the federally mandated threshold of "lost" badges is reached. Our expired and not turned in badges can apply to this threshold. It would be a very expensive investment for each club member if your badge tipped us over the threshold. Whenever you get a new badge, be sure to get a copy to the club so we may update MyF-BO which will block you from flying with an expired badge.





## Operations– NEW AIRPLANE IN THE CLUB!

### New Cessna 182, N92452

*Come check out the new club airplane!*

Nina's beautiful 182 has finally arrived! New engine, stol kit, big tires ect... It's pretty wicked! As with any airplane you are not familiar with, please take extra time to get familiar with the location of items, especially emergency items. The large tires take some getting used to. **If you are already checked out in a C-182 and current, you are not required to get a special check out in the large tired 182, but it is strongly encouraged** that you go up with an instructor if you have the slightest hesitation to get used to the different sight picture, different feel and noises that big tires make.



Where is it? Look to the east from our hangar. Please-begin and end your flight from the tie downs. **Do NOT park it by the club for fueling.** Fueling instructions are in the airplane, on the check list bag and by the key hangar in the key box. Plan to take care of your plane and fellow club members by calling for fuel and assisting to get it back up to 30gal each side after your flight.



## Operations— it's winter time!



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

With winter, we'll have some different procedures for the aircraft. As we hover around freezing the airplanes are starting to be plugged in and cowl covers used.

#### **Coming in:**

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. Please take care not to drag the covers on the ground as they will then transfer dirt and grit to the aircraft and scratch the paint. The best place to put the cover when flying is in the baggage compartment. It'll be handy no matter where you land if you need it for the airplane and provide a survival item improving your flight safety.

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 windscreen 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.

N7728G and N92452 are not under the shade hangar. 28G has wing and tail covers to keep the frost off. Plan extra time for removal and installation of the covers. 452 is in the elements. Plan ahead. Ask if there is thawing or snow removal options before your flight. Maybe come in the day before to check for snow and ice build up on the wings.

#### **Tidy up:**

When you leave your airplane after your flight, in addition to your normal procedures with the gust lock, tidy up seat belts, sun visor and locking the door please give yourself plenty of time to put any covers back on the

airplane. The person you were sure who was going to take the plane after you may have just canceled.

Don't bother trying to close the oil door on the heater cord; that bends the door and does damage to the latch.

#### **Other flight planning:**

If you are going to overnight somewhere add a few more questions to your briefing. Is the destination airport is plowed. You might have to call that airport's office, if there is one. It's really tough to tell from above if the snow is 1" or 1'! Will you have a place to plug in your aircraft? Or a hangar? Do you have basic winter survival gear? Always dress as though you had to walk away from what's below you.

What's the weather supposed to be like? Fog? Inversion? Ice? Watch that temperature dewpoint spread. As the temperature and dewpoint get closer, the chance of fog increases, particularly as the sun goes down. It can happen fast.

If you have any questions or concerns about winter or frost operations, please consult a staff member, or instructor. 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. Consider keeping a microfiber towel with you in the winter to wipe the inside of the windshield as you breathe yourself into a fogged cockpit while taxiing 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.**

## Upcoming Flying Club events

### Fall Flyout! McCall

**October 13th 10am to whenever**

Let's hope for good weather and aim to fly to McCall for the morning. Book a plane, invite a friend and off we go! There are bicycles that Idaho Aviation Association provides for pilots to borrow and plenty to do walking distance. There are a few events going on that day including a fundraiser trail run, young artists concert, ski swap and more. Wheels up 10 am. If you have an extra seat that you would like to share, let Janna know. If weather is bad for McCall, we will look at other places to fly to that morning.

Dress for the weather.

### What's a 100hr inspection anyway?

**Wednesday, October 30th 6pm**

Airframe and Powerplant (A&P, IA) mechanic Trevor Davidson has been doing much of the work on the club planes for several years. He has offered to do a show and tell for club members to share what a 100 hour inspection require. Why do we do them? Why do they take so long? How can you help the mechanic? What should you squawk when you are renting –and more importantly, when should you not fly an airplane. I hope you can join us at this very informative informal program. Hopefully we can time the event when an airplane is actually in for a 100hr.



### Exchange of flight controls-PARTY

**Friday November 1st 5:00pm to about 7:00pm**

**At Ponderosa building**

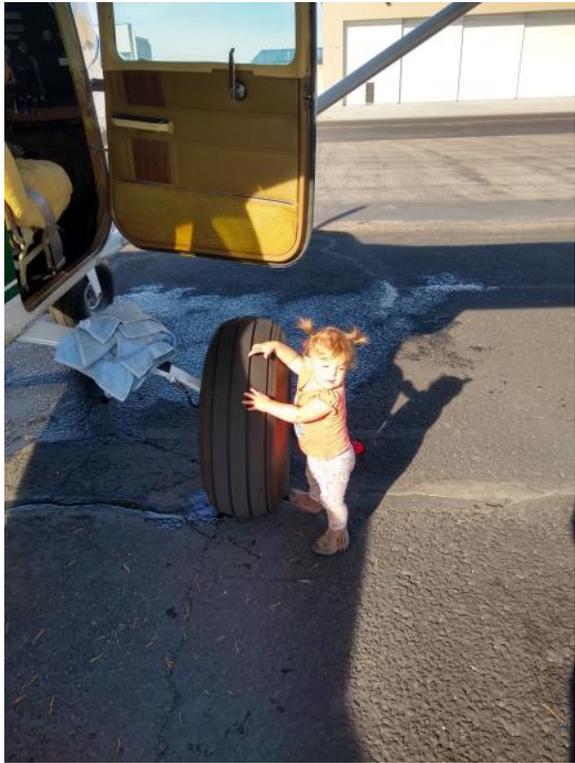
It's a big day at Ponderosa- Janna is handing the controls to Dave as general manager of the club. To mark this big day what better excuse to have a party? Come celebrate Janna's new flying job and Dave's enthusiasm for the club with pizza, paper planes, movie and plane rides. What? Plane rides?

Yeah, in the spirit of the club a few generous active club members are offering to do short flights to get brand new or inactive club members back in the air. (of course, good airplane etiquette says you should offer to pay for part of the flight.). Want to go for a flight or offer to fly? Please let Janna know or write your name on the sign up sheet on the bulletin board in the building.

### Pop up flyout to Homedale farmers market

Whoops, it already happened! Did you miss it? It was a fantastic evening. Come up with your own idea, let Dave know, we will let the club know and off we go!

**Clean planes-horray!**



Saturday September 14th about a dozen club members and kids gathered to clean the club planes. It was pretty ironic that the day before when I went to line out the plan of attack that all of the airplanes were booked during the cleaning except for one. One can hardly complain there! We actually ended up with two and a half airplanes to clean. It was a beautiful day with great company, great swap meet items and burgers all around.



**Be Smart, Fly Safe and Have Fun!**

***What else has been going on?***

There is usually something cool going on at the club. Recently a club member “who shall remain nameless” worked with a local boy scout troop to provide an opportunity to get their aviation badge. Dr Stephen Leonard gave a great talk about flying, medicine and more flying. They were able to do a supervised preflight on a club plane and take a peek at the inner parts of planes as we passed through the hangar.



Joe Ellis stopped by on a quiet Saturday. Flying didn't work out, but his kids didn't mind.



*Other news in the area*



**Aviation  
Safety  
Standdown**



**Win a survival kit vest!**  
**WINGS Credit Available**

**October 19, 2019**  
9:00am – 3:00pm  
Best Western Vista Inn, Boise, ID  
Registration & Coffee and Doughnuts at 8:15am  
\* Ask for the Aviation Safety Standdown Special Room Rates

**Learn + Apply + Share**



**How Safe are you!**  
Experience – Currency - Weather

*Free training!  
I hope you can go.*

Agenda

0900 Andrew Simmons: No Go-Around

0930 Amy Hoover: Mountain and Canyon Weather

1030 Amy Hoover: Takeoffs, Landings, Go-Arounds and “Gotchas”

1200 Lunch

1300 Mission Aviation Fellowship: Training for the Backcountry

1400 Q and A with USAF/FAA/Aero Capt Wampler, 366 Fighter Wing: Military Operations  
Cliff Smart (FAA) / Boise ATC: new initiatives and best practices  
Tim Steffen: Idaho SAR Operations/ Beacons

1500 Prize Drawing

Our prayers go out to those touched by the recent tragic loss at T-Craft Aero Club in Nampa. Our connection with this fine club and it's membership run deep. May the family of those lost find peace and healing.

Be safe out there.

Janna

