



POTTSTOWN AIRCRAFT OWNERS AND PILOTS

Originated February 26, 1948 – Incorporated January 15, 1960
www.paop.org, Facebook: PAOP, Inc. a/k/a "The Flyers Roost"
3310 West Ridge Pike, Pottstown, PA 19464

March 2020 News, enticing articles, and more...

Dear Members,

It seems we are in challenging times. Never in my lifetime have I witnessed a phenomenon as the Corona virus pandemic. We and the rest of the world are in this together. I am sure with time we will overcome this; however, the near future seems a bit uncertain. At this point of time our dinner meeting March 26 and our fly out for breakfast March 29 are cancelled. Currently I still plan to open the Roost in mid-April, whether we will have an April meeting is uncertain. Stay tuned.

I am proud to say that I have been a part of creating the visionary direction first introduced by past President Mike Sehl. With the executive board and key club members we have transformed PAOP to a nonprofit, Public Charity Section 501(c)(3) organization. As part of our long-held purpose nested within our constitution this new tool creates possibilities to advance PAOP to a new level. Donations may be tax deductible and could be used to promote such things as inspiring the next generation into the aviation community. We will be exploring these possibilities.

The screenshot shows the IRS website interface. At the top, there is a search bar and navigation links for 'Charities & Nonprofits' and 'Tax Pros'. Below the navigation, there are tabs for 'File', 'Pay', 'Refunds', 'Credits & Deductions', and 'Forms & Instructions'. The main content area displays the following information:

- Home > Tax Exempt Organization Search > Pottstown Aircraft Owners And Pilots
- < Back to Search Results
- Pottstown Aircraft Owners And Pilots**
- EIN: 84-3398915 | Pottstown, PA, United States
- Publication 78 Data** ⓘ
- Organizations eligible to receive tax-deductible charitable contributions. Users may rely on this list in determining deductibility of their contributions.
- On Publication 78 Data List: Yes
- Deductibility Code: PC

A snip from the IRS website showing their approval of our application.

The five members that invested in the Cub managed to make final payment and purchase this month. I acquired a ferry permit from the Allentown FSDO and Andy Landis volunteered (brave soul) to fly it to 9N1 (Van Sant) for some repairs and an annual inspection. I am eager to see the work completed and the Cub nested by the Roost this Summer.

The board and I are working on speakers and seminars for this year's schedule. We have a Rusty Pilot Seminar scheduled for mid-July with refreshments, hamburgers and hot dogs. As soon as we are clear to

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have club meetings again, we have a speaker from the new General Spaatz Museum in Boyertown scheduled to give us a presentation on the museum and it's conception. If anyone has an interesting idea or speaker for a meeting please contact either Mike McNamara 610-220-3140 or Erik Forde 267-718-4890, we are always open to fresh ideas.

With the flying season now upon us I urge you to check your tire pressures and fuel samples. The possibilities of a blow out or ripped valve stem leading to a flat tire is real. Speaking from experience, save yourself the aggravation and expense.

May you have a sunny warm day, clear skies, and a breeze at your tail.

Erik Forde

Editor's note:

I apologize for the PAOP.org website getting a little stale lately. Rest assured it is not forgotten, just neglected. The links to pay and donate are still active and secure! I will update it right after my next "how to fly a website" lesson. :o) Also, if you've given me advice in the past and I don't seem to be following...feel free to yell louder.

Here's a picture of N6806H which we hope will be flying home to roost at PTW shortly.



Cub may look small but look how roomy it is on the inside...

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March 16, 2020. East Vincent, Chester County, Pennsylvania. While we are not mandated to “shelter in place”, My wife and I are home doing our own things. Who would have guessed that we would all have to treat the world around us with such concern, particularly in the USA.

It's true, I do work from my home office and that is most often a benefit, it is also isolating. Many years ago, before I was a private pilot, single engine land, I thought about flying and how great it is to just fire up a plane and go flying. As I may have told you before, my first flirtation with aviation came in the form of joining the Civil Air Patrol in Vineland, New Jersey as a teenager. We had ground school, at least now I recognize that we had ground school. Classes were held in a classroom in the local junior high school and taught by CAP instructors. This was my first introduction to Messrs. Venturi and Bernoulli. Since the place I grew up in had a majority Italian American population, they seemed somehow familiar.

My good friend Charlie Biondi and I joined the CAP together, we took the classes together, learned how to march and turn and salute together. It was a good experience, and we actually learned the basics of aviation. After about six months, I became aware that the only thing that was missing was any familiarity with an actual airplane. At that time, in that place, it seems that they did not have an airplane or an adult person to take us flying. We were young, I was impatient (not to mention dating regularly) and so, I left my Civil Air Patrol career behind me.

I did find an airplane, and I did get the opportunity to experience aviation in a small plane. So, Charlie Biondi (remember him) and I went to what was the Vineland Airport. It was a grass strip next to a drag strip and in front of a mobile home park, on the Delsea Drive. The owner operator Mr. Bostwick was the pilot, flight instructor and salesperson. Well Charlie and I signed up for an introductory flight in a yellow Piper Cub. The runway was more or less East-West and on that day, we took off to the west over a pond or a small lake. I only weighed about one hundred and eighty-five pounds at that time, so there was no weight and balance concerns.

To me, it was a windy day, or a day with light gusts, we took off circling to the south and the whole experience only last a half an hour. Whether it was windy or just being in a very light aircraft for the time, when I landed, I was so happy to be on the ground and alive. Charlie followed suit and had the same flight, but not the same experience. One week later we returned because I was so spooked by the first flight, I realized that if I didn't go back up, I might never fly again. I don't recall the weather, or the winds on the second flight, but I do remember that I enjoyed it, and felt comfortable in that little yellow cub. I was glad I went back up - it had been the right thing to do.

Mr. Bostwick is gone, the airport is gone, and it may have become part of the Cumberland County Community College, I'm not sure about that. It's funny how life is, Charlie's son Chuck grew up and got married, and his best friend and best man was Mr. Bostwick's son. Charlie Biondi didn't become an aviator, but he did retire from Cumberland County Community College after years as a Professor I Information technology. It's a small world or maybe a town of forty-four thousand people isn't that large in retrospect.

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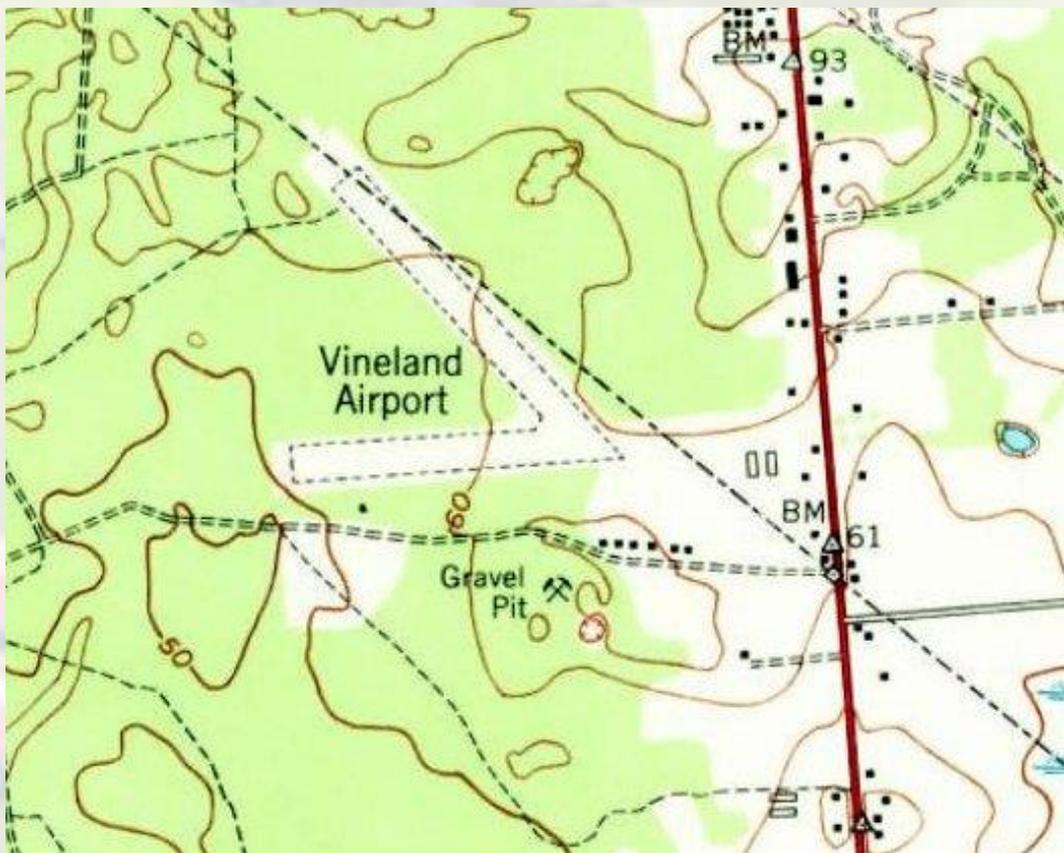
As you may know years later, on that July day in 1999, that John F. Kennedy Jr.'s plane was found off of the coast of Martha's Vineyard, Massachusetts, My wife, Suzanne, signed me up for my first flying lesson (since the Civil Air Patrol) at the Collegetown Airport at Perkkiomenville. The rest is history. I am proud to be a dedicated VFR pilot with almost Eight Hundred Hours logged in my second Flight log. I have also met some of the best and nicest people in the world in the General Aviation community. Now, back to the Corona Virus (no I don't have it). As always...

It's a beautiful day to fly

Mike "Sky-Hawk" Sehl

Private Pilot, Single Engine Land

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The 1953 USGS topo map depicted Vineland Airport as having 2 unpaved runways, with 2 hangars on the southeast side.

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PAOP Annual meeting
March 5, 2020

Attendees: John Green, Erik Forde, Tim Drager, Andy Landis, Kathy Brenneman

Treasurer Report: Jan. 2020

Starting Balance	\$3,811.50	
Income	\$ 0.00	
Expenses	\$1,079.00	
Ending Balance	\$3,285.75	- incl. \$235.23 for Youth Education Fund and \$600 for 501(c)(3) filing
Gain (Loss)	\$(1079.09)	

Motion made and carried to accept the Treasurer's report.

Old Business:

- 501(c)3 has been submitted, waiting to hear back from Federal government on the status.

New Business:

- Need to file IRS Form 990-N @ Pay.gov
- Need to repaint breakfast PAOP signs or have banner signs made at Vista Print
- Need to level sidewalk and bathroom step
- Remove old PAOP sign from side of shed
- Organize burning the burn pile and then eliminate the burn pile. Erik to speak to Josh about the township fee.
- Dates for Roost Clean-up will be April 18th and 25th from 8 AM to Noon, lunch provided.
- PAOP Breakfast 9/13/2020
- Fly-out schedule for 2020; March 29th to Flying W., possible overnight to Rhinebeck NY near Sky Park-46N, Shanksville PA, Date Night at KWWD
- Next business meeting April 2nd in the Heritage Pilot's Lounge

Meeting adjourned at 8:25 PM

Respectfully submitted,
John Green

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Planned 2020 PAOP Flyouts

Date	Event	Comment
3/29/20	Delaware Coastal Airport (KGED)	Brunch
4/26/20	Cambridge, MD (KCGE)	Brunch
5/31/20	Cherry Ridge (N30)	Brunch
6/28/20	Kentmorr Marina, Stevensville, MD (3W3)	Crabs!
7/26/20	Ocean City, NJ (26N)	Brunch
8/30/20	Cape May, NJ (KWWD)	Sunday date afternoon dinner
9/27/20	Sky Acres (44N)	Brunch
10/24/20 (Sat)	Grimes	Great Pumpkin Fly-in
11/22/20	Sky Manor (N40)	Brunch
12/20/20	Millville (KMIV)	Brunch at Verna's
1/31/21	Frederick, MD (KFDK)	Brunch

Editor's note:

The above list is a tentative and several folks are thinking of organized flights to destinations including overnight stays such as mentioned above in the meeting minutes. Events such as that will require a bit more planning but perhaps if someone steps up with a little research and proposes a plan, we could add those dates into the schedule.

Regarding the background on these pages...its 8N1, and no it is not closed for those of you who notice the "x". I believe they put these out during airshow events to go along with their NOTAMS.

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