

POTTSTOWN AIRCRAFT OWNERS AND PILOTS

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www.paop.org, Facebook: PAOP, Inc. a/k/a "The Flyers Roost"

3310 West Ridge Pike, Pottstown, PA 19464

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

A note to the Membership,

We had the best (all you can eat) spaghetti dinner at the Roost last month. The sauce and sausage made at the Roost was delicious. Thank you, Laura, Linda, Andy, and all that helped make it a success. Our speaker Allan Robertson gave us an interesting 40-minute presentation of his time in the South African Air Force and his time as a captain for Pan Am and United Airlines.

This year was our first entry in the Grimes Field Pumpkin Drop. What a fun day at Grimes! The skill and accuracy of our bombing runs in the J-3 surpassed my expectations. With the advising of Allan Robertson and Andy's piloting skills we showed the crowd how it is done. At 60 MPH and 100 feet AGL we just missed putting the pumpkin in the barrel. It splattered all over it. *(pic below shows the pumpkin that almost went in the barrel)* You will want to put this on your list for things to do next year.

The club is having our Christmas party at Cutillo's this year. It will be a great chance to catch up on what has been happening at the Roost and the plans for next year. Thanks to Laura Poppel there will be Prime Rib or Salmon along with a vegetarian platter offered. Come join us on Saturday evening, December 19 at 6PM. We will have a raffle and prizes to hand out. Hope to see you there!

Your President,

Erik Forde



2020 Officers and Directors

President: Erik Forde Vice President: Mike McNamera Secretary/Treasurer: John Green
Directors: Gene Poppel, Barry Kerchner, Andy Landis, Kathy Brenneman/Laura Poppel, Alan Jones
and Tim Drager (President Ex-Officio)

BREAKFAST TO START THE HOLIDAY SEASON

This year, on November 22, we start the preliminaries of the holiday season with a short brunch trip to Sky Manor airport in Pittstown(N40). It's long been a popular destination, with attractive surroundings, interesting runway, and eclectic collection of planes. The scenic setting, slightly challenging approach (mind the power lines across the approach to 25), and cozy restaurant all add up to a worthy destination for our flyout. You'll see several interesting airports along the way, including the strangely named Elephant Path. Our course takes us near Vansant airport, with its two grass runways and it has been dry for a while, there may be gliders, Cubs, and Stearmans rising to meet us, or at least to make us worry about a suddenly crowded sky.

The Sky Café serves a full breakfast menu until noon, with lunch to follow. The restaurant looks out right on the runway threshold, so you can judge landings. They are always fun at Sky Manor.

Note that this is a fairly small restaurant. Recently announced updates to health guidelines in New Jersey restrict service to 25% of total capacity, which may mean that this very popular spot is impractical. If this happens, we'll announce a revised plan.

We'll gather at Penn Airways at for 0900 takeoff. Take a non-pilot or a student along, for an introduction to the world of general aviation—the fun and camaraderie. Contact Gene Poppel (610-647-1332 or genepoppel@comcast.net) and let him know if you'll need a ride or have a seat available in your plane.

Recent changes in New Jersey's Covid guidelines may keep some away from this venue, so let's go anyway, wear our masks and find out for ourselves...worst case, we go hungry...but a hungry pilot is not a sleepy pilot? Don't forget your cell phone. Ed.

Planned 2020 PAOP Events, Flyouts and Meetings

Date	Event	Comment
11/22/20	Sky Manor (N40)	Brunch
12/20/20	Millville (KMIV)	Brunch at Verna's
1/31/21	Frederick, MD (KFDK)	Brunch

The Winds will Remember You Dave

Tempus Fugit, Time passes, we are continually moving forward in time whether it is our choice or not. My time in Aviation officially begins in 1999 at Perkiomen Valley Airport. A lot has happened since then. I have trained there, at Limerick (now Heritage Airport) and at Reading for a brief period of time.

During those training years I met with and learned from a variety of flight instructors ranging from a young man who was simply counting his hours until he was picked up by any airline to senior flight instructors and everything in between. I even had one along the way who talked as much about his “on the air” time as a disk jockey as he did about perfecting my turning on a point.

David Koch began his aviation career getting his Ground Instructor rating and Ground Instructor Multi Engine rating in 1976 (The USA’s Bi-centennial) and advanced into being an Air Transport Pilot with Multi Engine Rating.

Dave worked for Basco Aviation at Pottstown Municipal for much of his career, and I met him at KPTW later in his career as he was both a commercial pilot for Fare Share Ltd. and a flight Instructor for the flight school there as well. Dave signed off on at least two of my biennial flight reviews and that was how I got to know him. At Basco, he flew almost everything and everyone. One notable service was flying businesspeople from Reading to Philadelphia (Philly) International to catch their commercial flights out and then pick them up when they returned.

As with all people my exposure to Dave was in this limited window on his life, so there is much more about him which I do not know about. I had spoken to his wife Pam a couple of times on the phone. Dave passed away recently (in November) and from the public obituary is survived by his wife Pamela, three sons and a daughter, as well as eight grandchildren and three sisters.

Dave had retired from aviation earlier this year but will be remembered by me as being a friendly, and knowledgeable flight instructor with many stories to tell. I flew up to JFK International Airport with Dave as Pilot in Command in a Piper Archer one time. While we were at the proper final approach speed, to the waiting commercial airliners, we seemed to just hang in the air as we descended down to this huge and long runway. Traffic Control was causing the commercial airplanes with passengers to hold short of the crossing runway as we floated down in front of them. One of the pilots interrupted the Towers frequency asking if that was a seagull coming in? We finally did touch down to the relief of the airline pilots and crews, and parked and then went about our business.

I became a part owner of another Archer in January of 2013. I was talking to Dave in the Flight School one day and telling him all about N4306b, and how much fun it was to fly. Dave asked what the number was and then had a story to tell about it. It seems that in 1983, Dave was tasked with flying in a commercial airliner down to Florida to pick up a brand new and untitled Pa28-181 Piper Archer II at Pipers Factory and fly it back to Reading to join the Basco fleet. He flew N4306b on it’s first flight that day. He also flew it often along with it’s twin Archer II on Basco flights over the years.

I am glad that I got to know David R. Koch, and pass along my sympathies to his wife and family, and remind people that according to his obituary the family requested donations should be made to the Patient Airlift Services in his name at www.palservices.org.

There are airplanes in aviation, but it is the people in aviation who makes it all work and enriches our lives that we remember.

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The watermark on this edition is the Blue Moon from this past October 31. I chose it because I had the opportunity on that evening to fly a couple of loads of some crazy folks who like to jump out of airplanes in the dark. Also, I'm a little blue myself over Dave Koch and Dave McFarland. I didn't know about N4306B's history and am very grateful to learn since from time to time I have the pleasure of flying in that aircraft and from this point on like wearing my father's coat keeps him close to me so riding in that plane will remind me of Dave.

Check out that cozy gas fireplace an anonymous PAOP member generously donated. I had the pleasure of giving some ground instruction at the roost to a fellow PAOP member this past week by the fireside. Thanks to PAOP member James Fowler for an excellent professional installation!

Below is PAOP member Tom McCaa and me flying the Cub!

All members should have received their Christmas Party invitation by now. There will be an email too that will include a copy in the next few days and keep in mind it is open to all so feel free to invite someone.

Want more flying adventure?
Come and get it!

Ed.

