

Originated February 26, 1948 – Incorporated January 15, 1960

3310 W. Ridge Pike, Pottstown, Pa. 19464

Regular Monthly Meeting

February's Monthly Member's Meeting will be held at Copperfield's (594 West Ridge Pike, Limerick, PA, 484-938-7082) on Thursday February 23, 2017.

Dinner and Drinks at 6:00, followed by Dinner at 7:00 and the Monthly Meeting immediately following.

If you would like to join us for dinner, please contact Tim Drager (484-999-006 or tdrager@yahoo.com) and let him know.

Flyout

A SHORT HOP TO JERSEY

On Sunday, February 26, we'll take a short (33 nm) flight 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 April 28 flyout. The trip features a quick tour of several interesting airports along the way, including the strangely named Elephant Path. Our course takes us near Vansant airport, with its two grass runways. If it's 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 continues to get rave reviews. Its operator also runs the nearby Frenchtown Café. There's a full breakfast menu until noon, with lunch to follow. The restaurant space has been completely transformed, accompanied by an updated kitchen. It looks out right on the

runway threshold, so you can judge landings. They are always fun at Sky Manor.

We'll gather at Penn Airways at 0930 for 1000 takeoff. Take a non-pilot or a student along, for an introduction to the world of general aviation—the fun and camaraderie. Contact Tim Drager (484-999-006 or tdrager@yahoo.com) and let him know if you'll need a ride or have a seat available in your plane.

Our Newest Member

On Sunday, February 5, Dylan DeBrakeleer achieved his first solo flight in a Skyhawk at Heritage Field. He is a student of Gene Poppel at Fly Elite. Now, he is PAOP's newest member, though we've already seen him as a volunteer at the Fly-in Breakfast.

Dylan is a junior at LaSalle College High School. He has plans for a professional flying career.

From the Prez

POP goes the Tire
by Timothy Drager
15 February, 2017

Within two days, there were two tire blow outs at KPTW upon landing. My Cessna 172 was one of them. The Aircraft started to mush down the runway after a crosswind landing, then started thump and to veer to the right. My wife looked at the tire and said "It's coming off!" Copious amounts of left steering were required to prevent exiting the runway. A lot of power was required to roll the aircraft onto taxiway

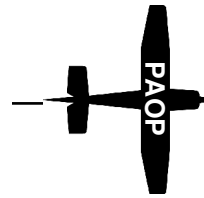
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Bravo. My wife and I were shaken, but thanks to the Penn Airways' tractor and Heller Aero Service's dolly, we were towed to the tiedown spot to lick our wounds.

"Keep your tires properly inflated!" is the common mantra. This article will go one step farther and say "Keep your tires inflated to 5% over POH values" Underinflated tires can cause the tube to creep under stress, tube chafing and tire failure.

Here are the facts regarding my incident:

- Cross-wind aileron correction from the right, causing the right main tire to carry more load.
- Blown right main tire upon landing
- Able to limp off to a taxiway. Required a lot of power.
- No injuries, except ego
- Hole in tube. Brownish powder in tube, a combination of talcum powder and rubber.



Rich, Heller Aero Service's master mechanic, replaced the tire and tube. As shown in the photo, there is a brownish powder covering the tube. This is a result of the tube moving around

and picking up rubber particles. The advice is to:

- Check inflation when cold...I mean every time when it's colder than usual.
- Inflate to 5% above POH pressure values, per the Michelin manual. "Any measurement below 95% of nominal inflation pressure requires maintenance action... Underinflation...increases the possibility of tire failure."

- Check updated manufacturer's specs on your tire. Here is an interesting link that shows maximum tire inflation pressures:

https://www.desser.com/content/pressure_chart.asp

- Do not severely over inflate, or hydroplaning and increase possibility of FOD (Foreign Object Damage) can occur.

Fly your aircraft regularly! If you don't, flat spots develop on your tire and rear end.

Tim

Board Minutes

PAOP Executive Board meeting
Feb. 2, 2017



President:
Tim Drager

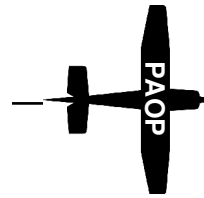
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Attendees: Tim Drager, Tom Kozel, Erik Forde, Mike Sehl, Gene Poppel, Mike McNamara, Andy Landis, John Green

Secretary Report: Minutes from the Jan. 2017 meeting were read.
Motion made and carried to approve the minutes.

Treasurer Report:	Dec. 2016
Starting Balance	\$ 4,295.21
Income	\$ 354.00
Expenses	\$ -233.43
Ending Balance	\$ 4,415.78
Gain (Loss)	\$ 120.57

Gene also presented the annual report for 2016 and previous years dating back to 1999.
Motion made and carried to accept the treasurer's reports.

Old Business:

- Annual dues to stay at \$29/year.
- Slate of Officers as announced at the January meeting was approved unanimously.
- Amendments to the Constitution and By-Laws as presented at the January meeting were approved unanimously.

New Business:

- Meeting on Feb. 23rd at Copperfields, with a presentation on magnetos.
- Laura Poppel sent a check to Sunny Brook to cover the cost of reserving a room for the 2017 Holiday Party.
- Fly-out to Reading KRDG to visit Mid Atlantic Air Museum and breakfast/lunch at Klingers. Gene to try and schedule with Ron Gosdeck.

- Flyer's Roost lease: Discussed draft by Mike Sehl, with comments from board members. Mike will incorporate previous lease paragraphs prior to presentation to Penn Airways.
- Discussion on insurance coverage required for The Roost.
- Discussion on indemnification of Board Members. Motion was made and carried at the July 2005 Board meeting, but was never included in the PAOP Constitution and By-Laws. It will be added as a new Section 6 of Article 5. The Section will indemnify Officers, Executive Committee members, Committee Chairpersons, agents and employees.
- Discussion on ways to increase membership, including a new Director of Marketing, Sponsorship, and Media. One possibility would be to invite the Pottstown Assistant Borough manager to a board meeting to be held at N47. Tim to start making contacts to try and get this moving forward.
- Discussion on creating a new Director of Youth Outreach, to make connections through Vo-Tech schools, community colleges, and the Hill School.
- Task list for Roost cleanup needs to be generated.

Motion made and carried to adjourn at 8:30 PM

Respectfully submitted,
John Green

From Mike

Mike "Sky-hawk" Sehl is giving up his article space for a PAOP Member who shares his second experience flying to and landing on the ice at Alton Bay (Airport B-18) earlier this winter. **Ron Rissel** is a partner in a swell

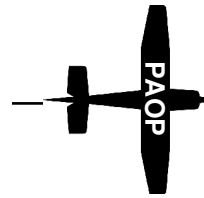
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Cessna 182 with Randy Dotterer. He made this trip Solo. Mike's column will be back next month.

"...The weather was decent on the way, though I was getting concerned with the wind. Within 10 miles, I picked up the weather at nearby Laconia with a wind of 270 @ 16 knots and gusting over 20. Alton Bay has runways 19 and 1. Landing traffic was on 1. I circled the runway at 3000 feet and noted many planes parked and a few planes taking off. As you may know, the runway is rather shielded by the nearby hills and in such a manner that the wind was coming mostly from the Northwest as opposed directly West as at Laconia. While maneuvering for a downwind on 1 and stating my position on the CTAF, two other pilots approaching Alton Bay immediately requested a PIREP once I landed. So I was essentially their guinea pig.

I radioed my base and then final while prepping for a short field landing. Though the runway was 3000 x 120 feet, I wanted as much runway rollout as possible. Even though I did this landing a few years ago, my pulse was elevated and I was getting quite warm with sweaty palms. I kept the plane on the imaginary center line of the ice and gently put the plane down. It rolled and rolled while I minimally applied any brake if at all. The plane did start to turn a little, but I slowly straightened it out. After about 2000 feet of runway, I taxied the remaining 1000 feet to get on the taxiway. Ever so carefully did I turn to get on the taxiway. I then radioed to the other pilots on the CTAF letting them know that the wind was mostly Northwest and 'not bad' (a technical term). One pilot wanted to know the exact knots!

I taxied to the parking area and found that I

could not turn the plane around to face outward. No worries, as two Alton Bay crew came over after I shut down, and we swiveled the plane on the ice to turn it around.

I proceeded to the jewelry store to get my Alton Bay Airport B18 landing certificate. There were several other pilots also getting their certificates.

In the end I was thrilled landing on an ice runway.

Ron"

Phillip C. Davis, Colonel USAF (retired)

Below is the obit for Phillip C. Davis, Colonel USAF retired, known to us around KPTW as Don Bailey's friend "PC".



He had an outstanding military career dating from World War II, and including flying missions in both the Korean War and the Vietnam War.

Colonel Philip Carroll Davis, Jr., USAF, Retired Phoenixville native, PC "Reds" Davis, died Saturday morning January 14, 2017 near his home in San Antonio, Florida.

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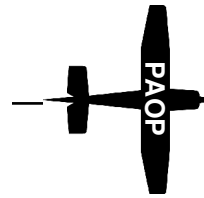
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Born in Philadelphia on August 13, 1926, to Philip and Alma Bracelin Davis, he was 90 years old at his passing.

A career Air Force officer and fighter pilot, following attendance at Phoenixville High School, Colonel Davis first served in the US Marine Corps during WWII in the Pacific, was then appointed to the US Naval Academy in June 1948, subsequently electing to join the USAF Aviation Cadets, and was commissioned a Second Lieutenant in February 1951. Colonel Davis flew 102 combat missions in the F-86F Sabre Jet in the Korean War, downing one MIG-15 and sharing the downing of another. Colonel Davis also flew scores of combat missions in the A1H Skyraider and F-4D Phantom in the Vietnam War, including air support for the December 1972 Hanoi bombings.



He is survived by his wife, Dorothy Ann, and sons Philip C. Davis, III and Brian K. Davis.

Your Dues – a Financial Support for PAOP

It's that time of year, when we ask for your dues to renew your membership and support your organization.

We need to meet our fixed expenses—rent, insurance, utilities—as well as equipment, supplies, and repairs. With a good return at the fly-in breakfast, and increasing membership rolls, we've been able to keep the dues at \$29 per year. Also, consider making an additional donation to PAOP. While it's not tax-deductible, it still would help us fulfill our mission.

There are two convenient ways to renew.

You can send a check for \$29 made out to PAOP, Inc. to PAOP, 3310 W. Ridge Pike, Pottstown, PA 19464. Please include the filled-out coupon on the back page, so we can keep your info up to date in our database.

You can save a stamp and pay with a credit card (or using your own PayPal account) through PayPal. Just go to our web site www.paop.org, and click on the *Buy Now* link in the middle of the page. If you do it this way, please email the info on the coupon to www.genepoppel@comcast.net. You don't have to use the actual form.

Take a moment now to pay your dues, and help ensure PAOP's continuing success.

Special Deal

Pay your dues by March 31 and add a \$1.00 donation to round it up to \$30.00, and you'll be entered into a drawing for a PA Lottery ticket. If it's a winning ticket, you'll get a share. Maybe you'll win enough to buy your dream plane. Or maybe enough for a burger.

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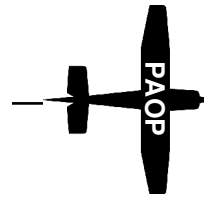
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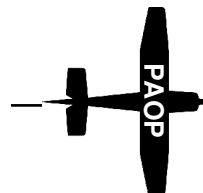
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Tentative 2017 PAOP Event Calendar

Date	Event	Comment
1/4/17	Board Meeting	New Slate of Officers
1/26/17	ANNUAL MEETING and Election of Officers	Copperfield Inn at Lakeside
1/29/17	Flyout— Frederick Md. KFDK	Brunch
2/2/17	Board Meeting	
2/23/17	Monthly Meeting	
2/26/17	Flyout—Sky Manor, Pittstown, NJ	Brunch
3/2/17	Board Meeting	
3/26/16	Flyout—Smoketown, PA	Breakfast and Old Plane Collection
3/30/17	Monthly Meeting	Copperfield Inn at Lakeside
4/6/17	Board Meeting	
4/??/17	Cleanup	Roost 9AM
4/27/16	Monthly Meeting	AOPA Presentation
4/30/17	Flyout— South Jersey Regional, Mt. Holly, NJ (KVAZ)	Brunch and Air Victory Museum
5/4/16	Board Meeting	
5/13-14/17	99's Pennies a Pound at PTW	
5/25/17	Monthly Meeting @ The Roost	Steak
5/27/17 (Sat)	Flyout— Sky Acres, Lagrangeville, NY (44N)	Brunch
6/2-4/17	Scouts at PTW	Roost
6/1/17	Board Meeting	
6/25/17	Flyout— Kentmorr Marina, Stevensville, MD (3W3)	Crabs Feast!
6/29/17	Monthly Meeting @ The Roost	Chicken*
7/6/17	Board Meeting	
7/27/17	Monthly Meeting @ The Roost	Steak
7/30/17	Flyout— Cape May, NJ (KWWD)	Lunch, NAS Wildwood Museum
8/3/17	Board Meeting	
8/27/17	Flyout—St.Michaels, MD (Fly to Easton, MD)	Lunch and Maritime Museum
8/31/17	Monthly Meeting @ The Roost	
9/7/17	Board Meeting	
9/10/17*	Annual Fly-In/Drive-In Breakfast	
9/23/17	Flyout— Sullivan County, Monticello, NY (KMSV)	Brunch
9/28/17	Monthly Meeting @ The Roost	Lobster (and optional steak)
10/5/17	Board Meeting	
10/26/17	Monthly Meeting	Copperfield's, Limerick
10/28/17 (Sat)	Flyout— Cherry Ridge, Honesdale, NY	Brunch
11/2/17	Board Meeting	
11/26/17	Flyout— Wyoming Valley, PA (WBN)	Brunch
11/30/17	Monthly Meeting	Copperfield's, Limerick
12/7/17	Board Meeting	New Slate of Officers
12/9/17	Monthly Meeting – Christmas Party	Sunnybrook Ballroom, Pottstown
12/17/17	Flyout— Ocean City, NJ (26N)	Brunch
1/4/18	Board Meeting	New Slate of Officers
1/26/18	ANNUAL MEETING and Election of Officers	Copperfield Inn at Lakeside
1/28/18	Flyout— Millville, NJ (KMIV)	Brunch

* Steak is also available at these meeting

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