

Regular Monthly Meeting

STEAK YOUR CLAIM AT THE ROOST

A summer steak-out—what a nice tradition. A good steak, grilled to perfection, will be a July 30 treat at the Flyers' Roost. Add in summer sides, and you're set. The steak is a prime Delmonico, grilled to your taste by your favorite chef—that's you. Fresh corn and a crispy salad round out the dinner. The price is only \$15. As always, we appreciate any appetizers, sides, or desserts you would like to bring. Generally we enjoy a refreshing beverage and fellowship as we gather, starting around 1800, with dinner starting about 1900.

Reservations are important. Please R.S.V.P. to Gene Poppel (610-647-1332) or genepoppel@comcast.net) by Tuesday, July 28. We also need helpers to wipe the dust off the picnic tables, set up the bar, set up the food station, make coffee...the list goes on and on. Please contact John Green (610-620-3584) and offer to help.

Speaker at July, 2015 Dinner Meeting

A TWO-CONTINENT FLYING CAREER

Our members range from those of us who fly purely for fun to those who have defended their country or transported paying passengers. Our guest at the July 30 meeting, Alistair Corden, has done all this in two different countries.

Al started out flying for Her Majesty, Queen Elizabeth II in the RAF. From 1964 to 1975 his rides included the Vulcan and Canberra bombers and the Bloodhound SAM (presumably, he launched them, not flew on them). He emigrated to the US in 1981, and

had a satisfying commercial career, first with USAirways Express for 13 years, then flying the Airbus A320 afterwards.

Join with Al at the meeting to get a novel view of flight, and meet a generally interesting guy. Oh, and don't mind the accent; he probably thinks it's we who have one. Unfortunately, Al's wife, Sabrina, a Southwest pilot, won't be able to join us this time, but we can hope to meet her in the future.



Flyout

TRYING KENTMORR AGAIN

The plan for a flyout to Kentmorr for a crab lunch on June 28 seemed OK. However, heavy rain on June 28 made landing on the grass field a very bad idea. In fact, low ceilings thwarted our plan B, South Jersey Regional, so that was out, as well.

Anyway, we're going to try again on Sunday, July 26. An annual adventure, we've had to do this kind of postponement in the past. On July 26 we'll exercise our soft field/short field landing skills at 3W3 on our way to the Kentmorr Marina restaurant. It serves varied tastes, even for cheeseburger

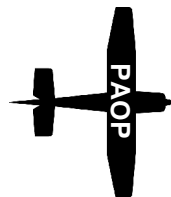
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lovers, but the big attraction is things that scuttle around the bottom of the Bay with a bad attitude. The spicy steamed Maryland blue crab, with the meat picked by your own hand, is a specialty. Start off with a salad, or with Maryland crab soup, and finish with their wide selection of dessert specialties.

The restaurant is just a short walk from our flight destination at Kentmorr Airpark (3W3), on the Eastern Shore’s Kent Island, a few miles south of the Chesapeake Bay Bridge. This delightful spot is served by a 2,400 foot (displaced thresholds make it 2,200 feet for landing), well-tended grass airport. The airport’s web site also has the current procedures for flying in. On the likely warm day, you will want to be current on density altitude, and on short and soft field procedures. We’ll be in contact with the airport manager and checking NOTAMs for a last minute update on the condition of the field.

Take a look at www.3w3.us for airport details, including photos of some PAOP planes on a past visit. It’s an easy trip down the east side of the Bay, with little concern about the Special Flight Rules Area. However, you must not stray across the bay, lest you get a close-up view of some Coast Guard helicopters. **IMPORTANT** as this flight takes you within 60 nm of the DCA VORTAC, pilots are required to have taken the special online course, available on the FAA web site.

We’ll gather at Penn Airways at 1030 for 1100 takeoff to arrive in time for lunch. All are welcome—introduce a friend to the fun of general aviation. Contact Gene Poppel at 610-647-1332 or genepoppel@comcast.net to let him know you’re coming, if you want

a ride, or have an available seat in your plane.



From the Prez

Tim is on vacation for the summer. Expect him back in September.

Board Minutes

PAOP Executive Board
July 1, 2015

Attendees: John Green, Bob Nesspor, Gene Poppel, Sandy Belinski, Tom Kozel, and Dennis Galvin

Treasurer Report:	June 2015
Starting balance	\$5481.99
Expenses	\$ -673.07
Income	<u>\$ 358.00</u>
Ending Balance	\$5166.92

- Expenses include-Rent (225), electric (11.82), and June dinner supplies (194.64), soda (81.26), food (257.07), maintenance supplies (97.92)
- Income includes-Dues (58), donation (1), soda (19), food (265), and merchandise (15)

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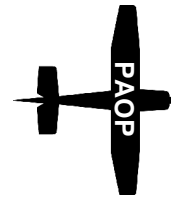
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- Motion made and carried to accept June treasurer's report

Old Business:

- Closer on back door-completed by Erik Forde
- Dinner planner as proposed by Gene-completed
- Fly-out list provided to 99s-completed by Gene
- Bonfire permit-Open item for Mike Sehl to pursue
- Gyrocopter fly-in: PAOP to provide entree (burgers and hot dogs) for dinner on Friday Aug.14th at 6:00 PM.
- PAOP fly-in will be Sept. 13th from 8:00 AM to 1noon with a rain date of Sept. 20th.
- Recycling bins found in outdoor bathroom
- Pavilion still needs scraping/power-wash and painting before Labor Day. Also need to apply bio-degradable Roundup to control weeds in picnic area
- Temperature in yellow refrigerator is still too cold, adjustment made, but more sodas were damaged

New Business:

- Prices for fly-in breakfast: Prices will remain \$8/adult & \$5/child
- Dinner plans for Thursday, July 30th: Divided up the assignments, Gene to email assignments

- Next Fly-out to Kentmorr 3W3 on July 26th meeting at KPTW at 10:30 AM
- Dennis Galvin to approach Copperfield's for a gift certificate to raffle off at the breakfast and we are asking someone to approach other businesses, such as Cutillos, for gift certificates to raffle off at the breakfast.
- Mike Sehl and Gene to work on combining mailing lists as we currently have several members on different email lists.
- Proposal to replace picnic table wood as needed-tabled for further discussion
- Proposal to replace/repair 2 upstairs windows to allow for ventilation-tabled for further discussion.

Respectfully submitted,
John Green

From Mike

This story isn't coming from my ego. A few weeks ago, Tim Drager asked if I would be a speaker at one of the PAOP dinners to tell my story. My response was basically that I have spoken so much in the past three years; I don't think anyone would come to dinner. However, here is just one pilot's story:

I didn't come from an aviation family. I didn't live down the street from an airport and wash airplanes. I did however; join the Civil Air Patrol at the age of fourteen or fifteen in Vineland New Jersey where I lived.

It was held at the Memorial Jr. High School just a short bicycle ride away from home. South Jersey being as flat as can be, I rode my bike everywhere and anywhere. It

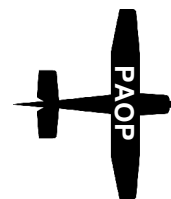
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was at the CAP meetings that I learned the basics of aviation and of marching.

There were also three Italians who were important: Bernoulli, Venturi and Vertolli. I learned about two of them in the excellent Ground School that was taught in one of those Jr. High School classrooms by the CAP. It was summertime, so the classrooms were available.

I say the ground school was excellent because I realized as I started my general aviation training and flying at Perkiomenville thirty-three years later, that I had been taught the principles of flight. We learned about “lift”, “weight (or gravity)”, “thrust” and “drag”.

We had both cadets and adults teaching the lessons. We all learned about airfoils and Venturi tubes, we learned about Bernoulli and his effect. When I turned to sailing in my twenties, I learned that the same forces of nature as described by those two gentlemen were part and parcel of what made my fifteen-foot sailboat sail into the wind. The principles allowed you to sail into the wind, as opposed to just being blown forward by it. The same curvature of the wing was in place with the shape of the mainsail affecting speed and as the slot between the jib and mainsail sped up the wind passing over the main. Venturi and Bernoulli. (Well maybe Bernoulli was Dutch, maybe he was Swiss).

When I was younger than fifteen I would walk down to Vertolli’s farm and bring fresh vegetables and watermelon back home. Venturi also happened to be the name of the tailor in Vineland who let out the waist on my slacks each year I came home from college (but that is another story).

In the CAP we were tested on our knowledge, and without any memory of scores so long ago, I do know that I passed the basics of flight testing and their ground school. After that, and all the while we were having classes, we learned to march. We learned to march in formations. We did column left, column right and I learned how to turn around properly placing the toe of one foot behind the heel of the other and pivoting. This came in handy at Fort Polk, Louisiana later in life.

I was in the CAP for about six months. Unfortunately, I found out that the CAP in Vineland didn’t (at that time) have access to airplanes. I did have access to many numerous social activities, and at that time in that place I chose the latter. My aviation career was almost over. But Vineland also had more than one grass field. When I was seventeen years old, My friend Charlie (the same friend I had joined the CAP with) and I went to the Vineland Airport and with all the money I could muster took three one half hour lessons in a piper cub. After having done that, I went back to the local social agenda and my flying took a hiatus until I turned fifty.

At fifty, my lovely wife Suzanne, knowing that I always wanted to fly signed me up for flight lessons at Perkiomen. She remembers the day well, because on the television in the flight school that morning was the lead story: “JFK Junior’s airplane is missing”. Some time and two airports later, I earned my Private Pilot’s Certificate, at Pottstown Limerick.

The point of my story is that I am proof positive that if you can reach young people with aviation when they are still young and impressionable, you can instill in them the

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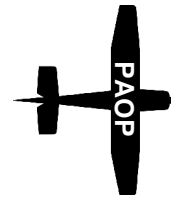
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fun, excitement and beauty of flying. So, my heart and support goes out to all of the people who work with young people and aviation whether it is with PAOP*, the Civil Air Patrol, The Scouts, the 99's, or through EAA and the Young Eagles programs, it can make a positive difference in a young persons life and or life's choices. (*PAOP = Pottstown Aircraft Owners and Pilots Association, Inc.)

Mike Sehl © 2015



Upcoming FAA Seminars

" Are You Versed in Maintenance of Your Aircraft?"

Topic: **Owner/Operator Maintenance - Including LSA and Experimental**

Date and Time:

Wednesday, August 26, 2015, 18:00 EDT

Speaker(s): **Dave Praschak**

Brief Description:

As an Owner/Operator, do you know which duties you can perform on your aircraft? How about required logbook entries? This is a great opportunity to come out and discuss

the maintenance of your aircraft. Click on the link below and register TODAY.

Select Number: **EA1763406**

Location of Seminar:

Delaware Air National Guard Facility- 166th Airlift Wing, 2600 Spruance Drive, Corporate Commons, New Castle, DE 19720

Please arrive early for security check.

PREREGISTRATION REQUIRED. PICTURE ID REQUIRED. : [Click here to register online now!](#)

Fly-in Seminar?: **Yes KILG**

Seating: **100 seats at the facility, 99 remaining for online registration.**

Contact Information: **eileen.j.iandola@faa.gov**
Phone: 610 595-1500 x240
eileen.j.iandola@faa.gov

Additional Event Information & Acknowledgement of Industry Sponsor(s):

This program will address Maintenance for the Aircraft Owner/operator. As a pilot owner are you permitted to do any maintenance work on your aircraft? Do you need to make any logbook annotations? Find out the answers to these questions and many more.

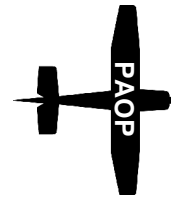
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2014 PAOP Event Calendar

Date	Event	Comment
1/8/2015	Board Meeting	
1/25/2015	Flyout—	
1/29/2015	Monthly Meeting Annual Meeting and Elections	Copperfield Inn at Lakeside
2/4/15	Board Meeting	
2/22/15	Flyout—	
2/26/15	Monthly Meeting	Copperfield Inn at Lakeside
3/4/15	Board Meeting	
3/26/15	Monthly Meeting	Copperfield Inn at Lakeside
3/29/15	Flyout—Flying W (N14) All-you-can-eat Pancakes	
4/1/15	Board Meeting	
4/18/15	Cleanup	Roost 9AM
4/30/15	Monthly Meeting	Pot-luck Dinner
4/26/15	Flyout— Frederick, MD (KFDK)	
5/3/15	Board Meeting	
5/16-17/15	99's Pennies a Pound at PTW	
5/28/15	Monthly Meeting @ The Roost	Steak
5/31/15	Flyout— Sky Manor (N40)	
6/3/15	Board Meeting	
6/25/15	Monthly Meeting @ The Roost	Chicken*
6/28/15	Flyout— Kentmorr (3W3) Crabs!	
7/1/15	Board Meeting	
7/26/15	Flyout— Kentmorr (3W3) Crabs! - Take 2	
7/30/15	Monthly Meeting @ The Roost	Steak

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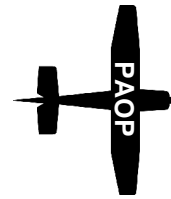
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8/5/15	Board Meeting	
8/14/15	Monthly Meeting (Note: This meeting is on a <u>Friday</u>)	Gyrocopter fly-in: PAOP to provide entree (burgers and hot dogs) for dinner
8/30/15	Flyout— Orange County, NY (KMGJ) Brunch	
9/2/15	Board Meeting	
9/13/15	Annual Fly-In/Drive-In Breakfast	
9/24/15	Monthly Meeting @ The Roost	Lobster*
9/26/15	Community Days – Pottstown Muni	
9/27/15	Flyout— Altoona (KAOO) Brunch	
10/7/15	Board Meeting	
10/25/15	Flyout— Cherry Ridge (N30)	
10/29/15	Monthly Meeting	Copperfield Inn at Lakeside?
11/5/15	Board Meeting	
11/27/15	Monthly Meeting	Copperfield Inn at Lakeside
11/29/15	Flyout— Wyoming Valley (KWBW)	
12/2/15	Board Meeting	New Slate of Officers
12/17/15	Monthly Meeting – Christmas Party	Cutillos
12/27/15	Flyout— Easton, MD (KESN) Brunch	
1/6/16	Board Meeting	
1/28/16	Monthly Meeting	Copperfield Inn at Lakeside
1/31/16	Flyout— Millville (KMIV) Brunch	

* Steak is also available at these meeting

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