

Originated February 26, 1948 – Incorporated January 15, 1960

3310 W. Ridge Pike, Pottstown, Pa. 19464

Regular Monthly Meeting

DINNER WITH A FREQUENT FLYER

Mike McNamara, a member of PAOP's Executive Committee, has become well known for his use of his Bonanza for business and pleasure. He's also a generous volunteer for Young Eagle flights and other charitable events. Mike will be the featured speaker at the June 29 dinner meeting at the Flyers' Roost.

Join us for a splendid summer repast including hot, rotisserie chicken with all the sides. For the non-bird eaters, steaks will also be available, to be grilled over charcoal. Either choice will set you back 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, so we can buy the food we'll need. Please R.S.V.P. to Gene Poppel (610-647-1332) or genepoppel@comcast.net by Tuesday, June 27.

Flyout

AT THE BEACH—KENTMORR MARINA

Flying for seafood—crabs, particularly—is our traditional start to the summer flyout season. We'll begin with a flight to Kentmorr Marina in Stevensville, MD for a bayside crab lunch and a grass field adventure. Conditions permitting, on June 25 we'll exercise those rusty(?) soft field/short field takeoff and landing skills at 3W3 on our way to the

restaurant. It serves varied tastes, even for cheeseburger 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. There are also outstanding crab cakes. Start off with a salad, or with Maryland crab soup, and finish with their wide selection of dessert specialties.

Kentmorr Marina, a residential airpark development on Kent Island, MD, features an airport, a beach, and the restaurant. At the restaurant we can enjoy comfortable, air-conditioned indoor service or an outdoor deck. Check it out at www.kentmorr.com.

Our flight destination is 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. 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. Then, it's just a short walk to the restaurant.

Take a look at www.3w3.us for airport details, including local procedures (the Washington Special Flight Rules Area is nearby) and photos of some PAOP planes on a past visit. It's an easy trip down the east side of the Bay. 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.

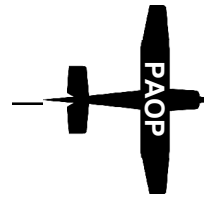
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Vice President:
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Treasurer:
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We'll gather at Penn Airways at 1030 for 1100 takeoff to arrive in time for lunch. All are welcome—introduce a friend 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.

Since we need not only good flying weather, but a dry field, we'll have a plan B in mind, likely Cape May, our planned July destination.

From the Prez

Free Electronic Flight Bag

By Tim Drager

June 13, 2017

What's in your flight bag? Ever since the advent of EFBs (Electronic Flight Bags), I have been searching for nirvana: A FREE primary AND backup navigation system. Why? Garmin/Jeppesen charged \$400/year for database updates. Nay, I say!

The solution arrived in our new crop of electronic gadgets and software. Apple and Google have free solutions; I mean TOTALLY FREE: no yearly or monthly fees! They take donations, which would be appropriate based on their value to you. Here are the Apps:

Google Android: Avare

Apple iOS: Fltplan

I am only current with Fltplan, but flew Avare to Florida in a Cessna 172 several years ago. Fltplan's features include:

- VFR sectionals, and much more
- IFR maps and procedures, including geo-

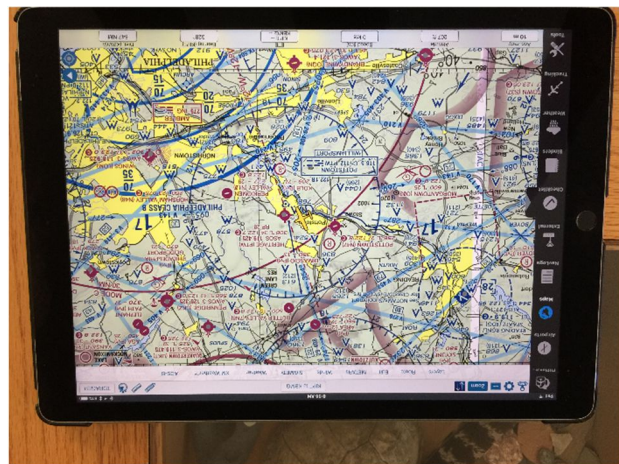
referenced approach plates
- AFD (Airport Facility Directory)

Both of these apps are the real deal, offering a myriad of features for the day VFR and hard IFR pilot. For me, a backup must be available. Some folks use paper maps, but having an iPad Pro and an iPhone 6 Plus, there is sufficient redundancy for near-100% reliability. Here are the advantages:

- Up-to-date, as long as the pilot updates the databases
- Small, no bulky paper maps
- Green, no dead trees
- ADS-B add-on and weather overlays
- Built-in GPS

For the 2020 ADS-B mandate, an ADS-B Out system will be required. That's an opportunity for a future PAOP article.

Primary navigator, iPad Pro 12.9 inch screen, on my lap



Backup, iPhone 6 Plus, 4.7 inch screen, mounted anywhere

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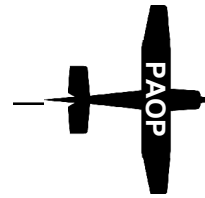
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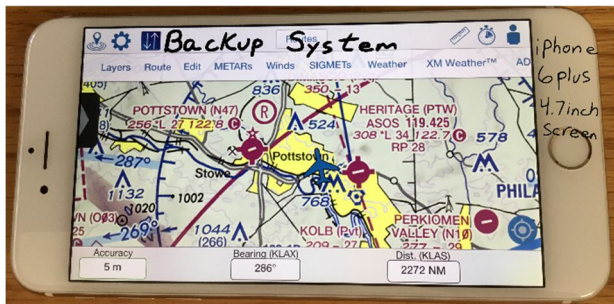


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Speaking of the future, here are the salient points of June's PAOP general meeting:

- Rotisserie Chicken, or steak at the Roost
- Talk by Mike McNamara, PAOP Vice-President

Mike McNamara is one of the most active, long-distance, pilots I know. He flies a Bonanza for business and pleasure and has many colorful aviation stories. RSVP to Gene Poppel at genepoppel@comcast.net or 610-647-1332 by Tuesday, June 27.

Yours in Aviation,

Tim Drager

Board Minutes

PAOP Executive Board Meeting

June 1, 2017

Attendees: Tim Drager, Gene Poppel, Laura Poppel, John Green, Mike McNamara, Tom Kozel, Andy Landis, Dennis Galvin

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

Treasurer Report:	May 2017
Starting Balance	\$ 4,869.06
Income	\$ 358.00
Expenses	\$ -627.19
Ending Balance	\$ 4,599.87
Gain (Loss)	\$ (269.19)

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

Old Business:

- Flyer's Roost lease: Discussed draft by Mike Sehl, with comments from board members. Presented to Chris Jordan and being reviewed by Penn Airways lawyers.
- Discussion on insurance coverage required for The Roost. 2017 insurance bill paid in May (\$1089). **OPEN**
- Discussion on ways to increase membership, including a new Director of Marketing, Sponsorship, and Media. Tim Drager to start making contacts to try and

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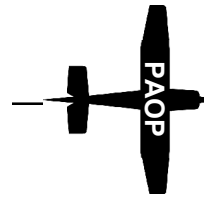
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get this moving forward. We discussed asking the flight instructors to mention PAOP and hand out the newsletter, Also discussed free one year membership for students. Tim will look at making a small response card to hand out to students. Tim will email James Roullier to ask Fly Elite instructors to mention possible memberships and benefits of joining PAOP. **OPEN**

- Discussion on creating a new Director of Youth Outreach, to make connections through Vo-Tech schools, community colleges, and the Hill School. We are looking for a current member to fill this job. John Green is willing to give a presentation to schools on aviation job opportunities outside of piloting. **OPEN**
- Discussion on expanding PAOP presence on Facebook to improve our social media exposure. **OPEN**
- Gene Poppel is continuing to investigate moving PAOP from Yahoo Groups to a Google Group. **OPEN**
- Flyers Roost task list:
 - New roof on the shed-Erik and John-plywood and rolled roofing. May change roofing material, based on cost.**OPEN**
 - Power wash the pavilion to remove the loose paint, then organize a painting party. **OPEN**
 - Open windows (2 more downstairs) and Barry is installing window latches. **OPEN**
 - Add lettering to PAOP sign for our web address-Mike Sehl. **OPEN**
 - Flooring in the Roost-Barry has priced it at about \$400 for laminate flooring. Postponed.

- Pavers around food prep area-John Green to donate leftover pavers from his yard. **OPEN**
- Fly-in breakfast:
 - Helicopter rides (same firm as last year)
 - Tim Drager trying to line up an RC club
 - Food vendor suggested other options, e.g. pre-cooked bacon or breakfast sausage. Decision will be based on costs.
 - Raffle prize - drone with First Person Video
 - Advertising-Tim Drager is creating a video for PCTV
 - Parking- Tim Drager to contact Dan Danella
 - Pre-breakfast project list - Tim Drager developing

New Business:

- Fly-out to Kentmorr Marina (3W3) on June 25th
- Dinner planning for June 29th at the Roost
- Dennis Galvin presented options for new ball caps at a cost of \$13. Approval given to purchase 12 caps, Dennis to mix and match colors and styles.

Motion made and carried to adjourn at 8:55 PM

Respectfully submitted,
John Green

From Mike

The question of writing a piece about our favorite pursuit aviation is: would a mundane article about an average planned flight be worth the space and time it takes to read? Mix in modern technology and flying in New York Center Airspace, and maybe it's worth reading. You be the judge.

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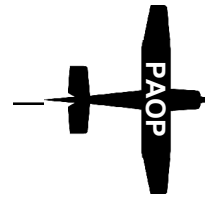
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A planned flight from Heritage Field in Limerick, Pennsylvania to the Waterbury – Oxford Airport with normal winds should take approximately One hour ten minutes in a 180 horsepower Archer II. The plan was to fly I a straight line at 5500 feet across and through the outer edges of New York’s Class “B” airspace. “Permission to Transit your Airspace” are magic words in flying. Anonymous FAA air traffic controllers in a dark room filled with electronic screens causing their faces to glow while they interface with pilots of myriad aircraft.

I took off a couple of hours earlier than planned due to a possibility of passing showers in Connecticut later in the afternoon. Philadelphia Control handed me off to New York Center. I had flight following. I stayed at 3500 feet because it seemed that the puffy white clouds would prevent me from legally flying at 5500 feet. If I climbed on top, I was unsure of the cloud cover at the destination.

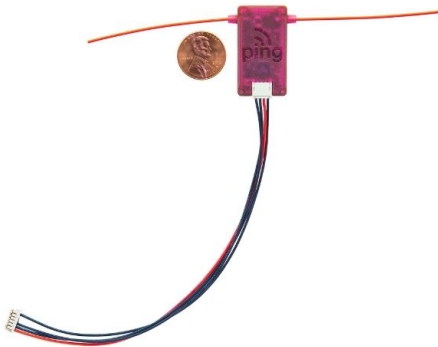
This was also a wonderful flight for me to re-test my Ping “ADS-B In” which shows traffic and weather on my IFly720 by Adventure Pilot. The IFly720 is a dedicated, standalone aviation GPS unit. The plane has traffic on the Garmin, but we do not yet have installed ADS-B in and out for the 2020 deadline.



The Ping is red and about the size of an adult thumbnail. It has “EFB” on the top or bottom. Electronic Flight Bag is what that stands for, and it only weighs about half an ounce. It’s powered by plugging in to the USB port on the IFly. The lesson learned to make the two pieces of equipment work properly is to plug the Ping into the IFly only after the IFly has booted up, then it recognizes the Ping and with its two skinny little wire antennae, it receives the signals. It also displays the traffic on the screen and when other planes have ADS-B out, identifies the other planes N-number, distance, altitude, heading and speed, along with whether the other plane is level, descending or climbing. It’s all good to know.

And while we are waiting on deciding what system we are going to lay out hard cash for installation of an ADS-B in and out system for the mandate, I have all of this on my portable system.

As I tell the story, I also need to say that I’ve passed out of Pa., crossing New Jersey and getting closer to that NY Class B. A Controller reaches out to me, among all the other planes he is handling and asks: ‘06Bravo, you’re not intending to cross into the Class “B” are you?’ I replied: “I’ll fly as I’m directed”. Well, he directed me to continue outside of the Class B



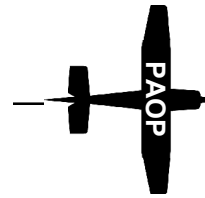
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airspace. “Rats” was my reaction, but “will do” was my response. Oxford is outside of the Class B.

Circumventing the Class B at this point meant making an arc around the western end of it until I could shoot northeasterly direct to Oxford. This cost me at least twenty additional minutes, but was not otherwise a problem. In the meantime, lots of little yellow arrowheads showed up on my screen in many directions. The ATC personnel at one point read a list of instructions to as many as 14 separate airplanes without taking a breath. It proved that they were busy.

The landing was normal, the Atlantic Aviation people were courteous and friendly, but then they charge Twenty Dollars per night for the plane to sit on the concrete overnight.

The return trip took me VFR direct to Mount Pocono and then down to Heritage at 6500 feet. This plan kept me out of the V.I.P. Temporary Flight Restrictions in North Jersey on Sunday. It pays to flight plan; it pays to go to the FAA page showing the TFR’s ahead of time. The men and women who fly Coast Guard Helicopter intercepts are serious professionals doing their jobs and in order to continue flying, doing your due diligence is not only smart, it is the only safe way to fly.

The Ping device worked as advertised and each flight with it makes me better at using the information provided to my advantage, so, what do I take from this flight? I like the challenge of flying in busy airspace, and in controlled airspace. It goes back to what I was told, as are all new pilots: The certificate you earn to fly is only the beginning of your learning. Cheap technology – it works and enhances my safety until we get an expensive

replacement for the Garmin now in the panel, keep on Flying.

Mike “Sky-Hawk“ Sehl

LAST MINUTE ADDITIONS:

Our Fearless Leader, Tim Drager, and his bright yellow Koala Fisher single engine aircraft was highlighted on page 107 of the June 2017 edition of the EAA Sport Aviation Magazine. Nice picture of the Koala.

Tangier Island enters National Politics. Is Tangier Island sinking? Is the water level rising to engulf Tangier Island? Is this Junk Science or Reality? President Trump placed a phone call to the Mayor of Tangier Island to tell him not to worry.

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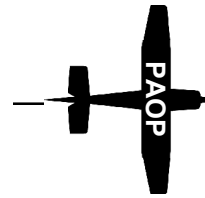
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PAOP Clothing for Sale

The club has tee shirts and hats for sale.

Tee shirts:

Front



Back



Hats:



Contact Dennis Galvin if you're interested in obtaining any of these items

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Tim Drager

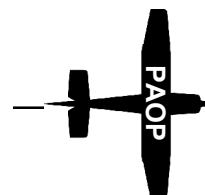
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Tentative 2017 PAOP Event Calendar

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	
3/26/17	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
4/27/17	Monthly Meeting	AOPA Presentation
4/30/17	Flyout— South Jersey Regional, Mt. Holly, NJ (KVAJ)	Brunch and Air Victory Museum
5/4/17	Board Meeting	
5/6-7/17	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
6/1/17	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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