

Originated February 26, 1948 – Incorporated January 15, 1960

3310 W. Ridge Pike, Pottstown, Pa. 19464

## Regular Monthly Meeting

March's Monthly Member's Meeting will be held at Copperfield's (594 West Ridge Pike, Limerick, PA, 484-938-7082) on Thursday March 30, 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 Gene Poppel (610-647-1332 or [genepoppel@comcast.net](mailto:genepoppel@comcast.net)) and let him know.

## Flyout

### A SHORT FLIGHT TO AN INTERESTING DESTINATION

With a 2010 census population of 357, Smoketown, PA is just a bump in the road to most folks. We know it as the site of a very pleasant airport in a bucolic setting. At the same time you can see a plane take off, a high-speed, electrically powered Amtrak train, and an Amishman working his field with a mule-drawn plow. Smoketown Airport boasts of being a gateway to the Amish country.

On Sunday, March 26, we'll take the short hop to Smoketown airport (S37) for brunch and maybe a visit to some interesting planes. Tim Drager has made contact with long-time airport owner Mel Glick to show us some of the treasure stored on the field. Following the visit, we can enjoy brunch or lunch at Joni's 340 Diner, adjacent to the airport (on Route 340, of course).

On departure, enjoy the challenge of a somewhat uphill takeoff with a road and wires off the departure end (but not really too close).

We'll gather at Penn Airways at 1030 for 1100 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](mailto:genepoppel@comcast.net)) and let him know if you'll need a ride or have a seat available in your plane.

## A Reminder—Your Dues, a Financial Support for PAOP

Dues for 2017 have been trickling in, but we really need a deluge. The dues are only one of our ways to raise funds, but an important one for this time of year. Don't get left out of the excitement coming this year.

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. You can even use the envelope you probably received in the mail. Please include the filled-out coupon below, 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](http://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](mailto:www.genepoppel@comcast.net). You don't have to use the actual form.

President:  
Tim Drager

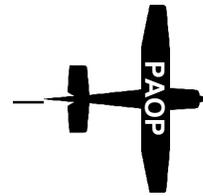
Vice President:  
Bob Nespor

Secretary:  
John Green

Treasurer:  
Gene Poppel

Directors: Dennis Galvin, Mike McNamara, Andy Landis, Eric Forde, Tom Kozel, Mike Sehl (President Ex-Officio)

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March 2017

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

## From the Prez

### Growing PAOP

by Tim Drager

March 14, 2017

I attended two local club meetings last week. Always looking to grow PAOP, I offer the following observations regarding PAOP improvement opportunities:

#### QPA (Quakertown Pilot's Association)

How can a small town have so many active pilot's? Last week I had the pleasure of attending the QPA monthly meeting to ask for EAA Young Eagle pilots for our Aviation Camporee. It was impressive to see:

- Twenty attendees
- Dinner at a large Diner, Cookouts in the warmer months at a hangar
- Many active pilots with airplanes
- Low overhead - No rental property
- Weekly fly-out

Here are population statistics:

22,377 Pottstown

8,925 Quakertown

Based on the above numbers, there should be less than half the attendance of PAOP, but it is on-par with some of the most highly attended winter PAOP meetings. At this meeting, there was no speaker; just plain old comradery. The meeting featured the President and Treasurer giving reports, and some members giving updates on various activities. Several PAOP

members are members of QPA, for good reason: It is a very active flying club.

#### PAARC (Pottstown Area Amateur Radio Club)

It was impressive to see:

- Thirty five members in attendance
- Meet in a church hall
- Presentation every month
- Technology showcase
- Lots of member-to-member discussion before and after meeting
- Snacks, donation
- Low overhead - No rental property
- Core members meet weekly for breakfast

I do not have an explanation for why other clubs sometimes have greater participation than PAOP. However, it's not all about numbers. I do believe PAOP has an important role in our local community: To promote the art and science of aviation. Our upcoming meetings, Aviation Camporee and Fly-in Breakfast will draw up to 1000 people!

It's going to be an outstanding year for PAOP. To prepare for our guests, please come to our April 1 and April 8 9AM Roost cleanup. Free donuts and hot beverage and free lunch. We need volunteers to:

- Replace garage roof
- Paint picnic tables and pavilion
- Free-up or replace several windows
- Evaluate or replace floor in Roost

Yours in Aviation

Tim Drager

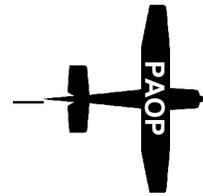
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## Board Minutes

PAOP Executive Board meeting  
March 2, 2017



**Attendees:** Tim Drager, Gene Poppel, Laura Poppel, Mike McNamara, Barry Kerchner, John Green, Dennis Galvin

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

<b>Treasurer Report:</b>	Feb. 2017
Starting Balance	\$ 4,415.78
Income	\$ 0.00
Expenses	\$ -483.43
Ending Balance	\$ 3,932.35
Gain (Loss)	\$ (483.43)

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

### **Old Business:**

- Fly-out to Reading KRDG to visit Mid Atlantic Air Museum and breakfast/lunch at Klingers. Gene to try and schedule with Ron Gosdeck. **OPEN**
- 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 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.

### **New Business:**

- Tim would like to talk to an AOPA representative about an Outreach Program for young people.
- Talked about setting up a dinner (pizza party) meeting
- (possibly April) at N47 with James Rouiller giving a presentation on Fly Elite.
- March 30 dinner meeting at Copperfields with a presentation by Dr. Bill Hewitt on radio, public service and youth outreach.
- Flyers Roost task list:
  - New roof on the shed
  - Power wash the pavilion to remove the loose paint, then organize a painting party

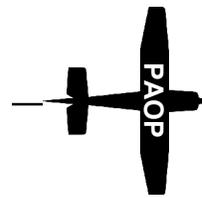
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- Sand and finish picnic tables
- Replace water filter
- Open windows and install window latches
- Add lettering to PAOP sign for our web address
- No new clothing sales in February.
- Tim to talk to Chris Jordan regarding materials for Roost repair-flooring and 2nd story windows

Motion made and carried to adjourn at 8:00 PM

Respectfully submitted,

John Green

### From Mike

Flying is a passion, a job, or a means of travel. For me, it is a chance to once again take charge of a mechanical device that can lift you above the mundane, connect places with speed and enjoy the beauty of our planet from a few thousand feet above the ground all at the same time. It's also faster than going by car or train. Speed is enjoyable, and without the dangers of lurking state police. Imagine going 120 miles per hour instead of sixty. No stop signs, no traffic circles.

I have friends who fly to Canada regularly on business, or fly to Florida in their own plane as they choose. My wife Sue and I like to fly into Ocean City for breakfast or for the day.

Today, I had the need to get away, to take a break, and be on my own. So, in the afternoon, I drove the nine miles to the airport, opened the hangar and inspected the 1983 Piper Archer II

that Sue and I fly, and that my two partners and I share. During the week it is usually mine to use.

There is a little airport in the middle of Lancaster County's Amish country that is an hour away by car. One runway, a few hangars of other privately owned planes. If you overshoot the westbound runway, you would run into plastic covered nurseries growing all sorts of plants for spring. It is a peaceful airport with a few flight lessons, and rarely more than three people hanging out. A short walk away is a Turkey Hill convenience store. It is part of a Lancaster based chain of convenience stores that offers very good ice cream and their own brand of iced tea, in addition to tastykakes and other commercial goodies. They sell lottery tickets and gasoline too.

The day was high overcast with clouds at 12000. The wind was out of the South and or the West at about 6 knots. A fine day for flying. I checked the fuel tanks for fuel, drained fuel samples from the wing tanks and the carburetor. They were clear and free of dirt or water. I checked the tires, the propeller and the wing surfaces. Then I was free to pull 06b out of the hangar and close the doors behind me.

After doing my due diligence, I fired up the four-cylinder engine, lit up the radios, and taxied across the airport prior to takeoff. The wind favored runway 2-8 (approximately 280 on the compass or westerly). After running up the engine and going down the checklist, I lined up on runway 2-8, and left my connection with the ground at about one third of the way down the runway, already heading westerly, Smoketown Airport was on a heading of 260 degrees, so a slight turn to the left lined me up for the short flight.

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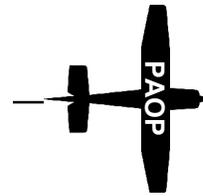
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There is no snow on the ground on March 6th, just the browns and greens of Pennsylvania's countryside. Chester County merges into Lancaster County along the way. Ten miles from Smoketown, which you still cannot see at only two thousand five hundred feet above sea level, is straight ahead as the purple line on the gps shows. I radio my position and distance and my intention to come "straight in to runway 2-8 to a full stop". No one answers, there is no tower and not a lot of traffic on a winters Monday afternoon. Below are just roadways, farms and residential developments. Above, at twelve thousand feet, is a ceiling with clouds and sunshine mixed, the clouds are winning.

At five miles, I line up with 2-8, which is now in sight, descend to pattern altitude, and slow the plane down for the approach and landing straight in. There is a slight crosswind coming from the south, but not much, I aim left of center of the runway, and the southerly breeze keeps me centered. The two main wheels touchdown, followed by the nose wheel. Once again, I have made a successful flight. I taxied past two men loading up their Cessna 182, shut down the radios and engine, and deplaned. It was chilly, but not cold. My shorts were a little early for the season, but comfortable when I was doing yard work earlier in the day. My aviation sweatshirt kept me warm.

I walked to the Turkey Hill on the corner, bought some lottery tickets for the same night and a small iced tea. That was it, the whole enchilada. The freedom to fly and travel where you will.

The wind had shifted slightly around to 190 degrees, which had the two planes ahead of me taking off on runway 1-0 (eastbound). So, I

was able to takeoff, take a heading of 80 degrees straight back to Pottstown Heritage Field, my home base. The flight back was at three thousand five hundred feet (VFR eastbound altitude), I started descending about ten miles out, radioed my position and intention to enter the pattern on the right downwind. The next radio transmission was another pilot asking "Mike?" I acknowledged and the pilot identified himself and his passenger as Rick and Dave. I know them well. They showed up back around fifteen miles on our traffic screen at my altitude and seemingly angling in for Heritage as well. By the time I had entered the downwind for runway 2-8, they were gone, and probably headed for the Pottstown Municipal Airport about six miles west of Heritage.

My approach and landing were decent and acceptable, no bumps, no excitement. I taxied back to the hangar, wrote my times and status in the planes log, and locked the plane and the hangar door. The whole air adventure lasted One hour by the Hobbs meter that clocks the engine time, but it was an hour of breaking away, of quiet and control of a machine that can elevate the spirit as well as the person. For that hour, I joined all the aviators past and present who fly all kinds of machines through the air from Kitty Hawk to today and into the future. And who knows, the lottery ticket might even payoff.

Mike "Sky-Hawk" Sehl

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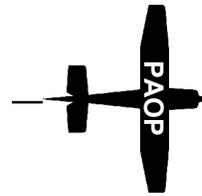
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Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ ZIP \_\_\_\_\_

Phone \_\_\_\_\_

Pilot Certifications Private \_\_ Commercial \_\_ ATP \_\_ CFI \_\_

Prefer to receive your newsletter by Email \_\_ Regular Mail \_\_

Dues \$ \_\_\_\_\_

Donation \$ \_\_\_\_\_

Total Payment \$ \_\_\_\_\_

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Mail your check and the form to:

PAOP

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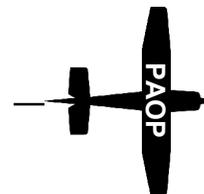
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## Tentative 2017 PAOP Event Calendar

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

\* Steak is also available at these meeting

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