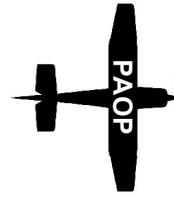


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March 2019

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Regular Monthly Meeting

The March meeting will feature Erik Forde, Alan Jones and John Green sharing their experiences at last month's flyout to Alton Bay.

This meeting will be on Thursday, March 28 at the Copperfield Inn at Lakeside, 594 W Ridge Pike, Limerick. Join us for cocktails and conversation starting at 1800, with dinner around 1830, or just for the presentation about 1930. Contact Gene Poppel (484-431-9660 or genepoppel@comcast.net) and let him know you're coming, by Tuesday, March 26.

Flyout

PANCAKES IN THE RANCH HOUSE

In 1964, William Whitesell, a former Eastern Airlines pilot, and his brother, James, of Whitesell Construction fame, cofounded the Flying W Ranch (N14). It was conceived as a combination dude ranch, airport, and western-themed motel. Since then, it's gone through many iterations in services, quality, FBOs, and flight schools, and even runway configurations (a short "crosswind" runway at one time complemented the remaining runway 1-19). A constant has been the airplane-shaped pool, now the center of a swim club. The restaurants have gone from excellent white-tablecloth with \$20 Sunday brunch, to snack bar, and many forms in between, some good and some not so much.

On Sunday, March 31 we'll be flying for breakfast at the latest occupant of the restaurant space, the Patty Wagon Café for their not quite famous all you can eat buffet. It's a relatively short hop to N14, just 39 nm. Beware of the traffic at South Jersey Regional (KVAJ), just a couple of miles northwest. The airports share a CTAF, 122.8. Flying W is distinguished by the north-south runway (with perpetual crosswind),

vs. South Jersey's east-west. Of course, you'll see the pool.

We'll gather at Penn Airways at 0930 for 1000 takeoff. Bring a friend or bring a student pilot (or bring a friend who is a student pilot). Contact Gene Poppel at 610-647-1332 or genepoppel@comcast.net if you want a ride or have an available seat in your plane.

Make sure you have chocks for your plane. The parking ramp facing the runway slopes away from the runway, and more than one hapless pilot has seen his plane rolling backward.

By the way, for a great read, pick up a copy of I'd Rather Be Flying, by Frank Kingston Smith. Published in 1962, it's the story of a retired Philadelphia lawyer and his quest for instrument and multi-engine ratings, tutored by Bill Whitesell. It also gives more background of how Whitesell wound up in the airport-owning business, following a car crash that ended his airline career. It's available from Amazon. Smith's son, Frank Jr., is a popular air show announcer.

Flyout Report

Alton Bay trip

Well folks, add three more PAOP names to the list of those who have braved the freezing temperatures and landed on the ice runway at Alton Bay, NH (B18). On Saturday, February 16th, Alan Jones and John Green climbed into Erik Forde's Skylane and launched from Heritage Field and flew just under two and a half hours to put a check mark on what is probably every northeast pilot's bucket list.

Sky conditions were clear all the way through Pennsylvania and New York. Somewhere along the Vermont-New Hampshire border the thin,

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intermittent clouds below us started to rise up, encouraging us to climb from 5500 feet to 7500 feet. Not much farther along and there was a large lake on the horizon. We started our descent and curved around a small mountain on our arrival path. Below us was the southern end of Lake Winnepesaukee with a runway, taxiway and parking area cleared out of the snow overlaying the ice. Erik flew upwind, cross-wind, and downwind legs as we descended to pattern altitude. On the downwind we spotted an American flag and windsock, both pointed toward the final approach path. Erik brought the plane in for a very smooth landing, aided by a 1/4" of granular snow on the ice. A quick turnoff about halfway down the runway and a very cautious taxi to the parking area and we celebrated.

The crew that keeps the ice runway open and marshals the planes to the parking area quickly joined in helping us push the plane back into its' parking spot. A few greetings and handshakes later and we were on the march to see what happens when you try to land on a slippery surface with the wind at your back. Yes, you heard that right. Just last weekend someone listened to the weather from a nearby airport and set up for landing with a tailwind rather than verifying local conditions with a look at the windsock. A too quick trip over the slippery ice and they managed to end up spinning into a hard-packed snow bank. That plane now sits off-runway with a bent propeller, gear doors shoved backward, and will need a teardown and rebuild. Perhaps they'll just take the wings off and trailer it out. Either way, a simple mistake will require a lot of money to fix.

After breakfast at local restaurant we walked back to the parking area, stopping along the way to get mementoes of our trip, a certificate or a coin stating "I landed on the ice runway B18".

Shortly after takeoff, on our way to get refuel for the flight home, the engine and plane seemed to develop a vibration. Not wanting to chance anything Erik put it down at Keene (KEEN) for further investigation. Putting on full carb heat vs. the nominal carb heat he uses at altitude resulted in a quick shudder, followed by a smoothing out of the vibration. Clearly, we were dealing with carburetor ice, a phenomenon none of us had experienced before. After a quick refueling we were happily back in the air, returning to the home roost of KPTW.

All in all, a great day of flying and conversations, punctuated by a few moments of "what the heck is that", led to a memorable experience.

John

From the Prez

February's fly out was certainly an adventure. Three brave souls made the trip on a perfect day. There will be pictures and the experience shared at the March general meeting. Come join us at Copperfield's Thursday 3/28. We have an oak desk and some new pictures donated. With a computer and printer, it would then be possible to download weather, create flight plans, then print them out. Take note that the first step of WIFI at the Roost has been accomplished. With a smart TV it would be possible to watch the game on weekend afternoons, maybe with some pizza or wings. So that said the call is out for anyone who has an extra computer, printer or smart TV that could donate or loan to our club house.

At the March dinner meeting I would like some discussion and feedback on the possible purchase of new equipment for the club. I am talking about a marquee sign to promote our activities and possibly a light sport aircraft for membership use.

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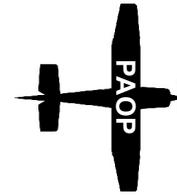
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The board is formulating a plan for some meet and greet breakfasts at the Roost one Sunday a month during the summer season. If anyone is interested in participating / volunteering come to the March meeting or contact me and let me know.

Spring cleanup and opening of the Roost in April is fast approaching. There should be coffee, donuts and comradery for all who wish to participate. The date still needs to be set. Stay tuned. That is it for now. Erik Forde

Thanks again

Erik Forde

Board Minutes

PAOP Executive Board meeting
March 7, 2019



PAOP Executive Board meeting

Attendees: John Green, Gene Poppel, Laura Poppel, Tim Drager, Erik Forde, Mike McNamara

Secretary Report: Minutes from the Jan. 2018 meeting were read and approved.

Treasurer Report: Feb. 2018

Starting Balance	\$ 3,338.17
Income	\$ 156.31
Expenses	\$ 238.63
Ending Balance	\$ 3,255.85 -
incl. \$679.38 for Youth Education Fund)	
Gain (Loss)	\$ (82.32)

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

Old Business:

- Discussion on expanding PAOP presence on Facebook to improve our social media exposure. One suggestion to post photos and stories of our monthly fly-outs or any other flights that a member might take. **OPEN**
- Erik priced an A-Frame sign for north of the Roost. Cost would be about \$250 and allow us to advertise on the south side in the grove along the taxiway. **OPEN**
- Electronic interior sign for in the FBO at Municipal to advertise our events. **OPEN**
- Piggybacking on the Penn Airways fuel sign on the south side was refused by Penn Airways. **CLOSED**
- Discussion on reviewing our insurance coverage and shopping, possibly through AOPA. Gene did talk to AOPA, but they had no real interest. Gene talked to State Farm and they pointed out we have some unnecessary coverage, and they declined to cover us. Gene will continue to pursue. **OPEN**
- Discussion on other breakfasts, possibly in May, June, July, and August. We would open it up to local community (pilots) only. **OPEN**
- Further discussion on forming 501(c)3. **OPEN**

New Business:

- Motion made and carried to form a 501(c)3 as PAOP.
- Ideas on Fly-Outs: Change the July fly-out to a "Date Dinner" flight to Cape May (KWWD)

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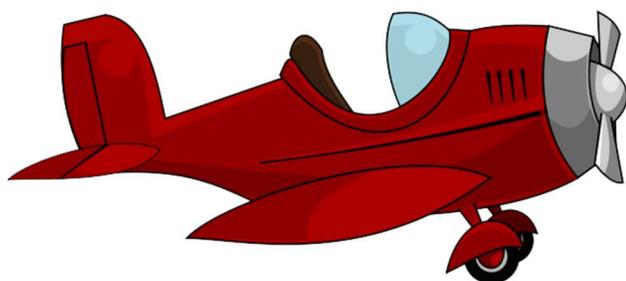
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on July 14th. Possible fly-out to St. Michaels, MD for August 25th and Grimes Field for the Pumpkin Drop on October 27th.

- Erik will be putting a desk in the Roost for flight planning. John may have a computer to donate. Looking for a donation of a ‘smart’ TV. Looking to install a bookcase, a display case for T-shirts, hats, ...etc.
- The monthly dinner meeting will be at Copperfield’s on March 28th at 6 PM. Contact Tim Drager for reservations.
- Fly-out on Sunday March 31st to Flying W. (N14).
- Motion made and carried to hold the next Executive Board meeting, at the Pilots Lounge 7 PM on April 4th.

Meeting adjourned at 8:45 PM

Respectfully submitted,
John Green



From Mike

The pilots I know are pretty smart. Many of them are well educated, whether in college settings or in the school of real life, and sometimes, both. Many pilots I have met are Engineers, of all Engineering disciplines. I know

or have met men and women pilots who pride themselves on their aviation abilities and knowledge. It doesn’t matter what a person’s highest level of education is, as long as they have that love, fascination and dedication to being the best pilot they can be.

We are all subject to rules. The first rules are physical: gravity, mass, motion, action, reaction and many more. The second rules are those artificial ones created by the mind of humans to try and make sense of and safe practices for those of us who defy gravity with power and wings. We must have an understanding of the first and must follow the second in order to be successful pilots.

I have had my certificate since 2002 and have over 760 hours in single engine general aviation aircraft. I am a dedicated VFR pilot and continue to learn from my experiences and the experiences of others.

Having been a partner in a Piper Archer for a number of years gave me a perspective that I did not have in my years of renting various Cessna’s and Pipers out of both Pottstown Heritage and Chester County’s Carlson Airport.

I have two issues to discuss arising from safety. Unfortunately, while General Aviation accidents in the past ten years have declined per flight, accidents still happen. This article is as much a “Note to Self” as it is for publication. Safety begins with you the Pilot. You flight plan, call for weather briefings, do a standard preflight inspection of the airplane you are flying, and with passengers – do some degree of briefing for the passenger’s safety, comfort and understanding prior to take off. But are you prepared?

The worst thing that has happened to an airplane I have flown is a tire blowout on a main while landing, and happily, that was a non-event. I have also had two passengers who were injured

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while climbing up the wing of the Piper Archer. Each one, on different days, miss-stepped, or slipped climbing up onto the wing. The trailing edge of the wing on the Archer, where you climb on board, has sharp edges, and both persons scrapped their shins to the point that skin was scraped off and bleeding occurred. Not the sort of thing that you want to happen on an outing. In both cases, we were at an airport which had first aid kits with the necessary supplies to staunch bleeding, apply antibacterial and wound dressing. It took a while, and we were able to depart with appropriate first aid attention paid. Both people were ultimately okay, but what if we were at an airport without an active FBO? What if we were by ourselves at a small field in the country? Our airplane did not (does not) have a proper first aid kit and we should all have one with us.

Annuals cost anywhere from \$700 to \$1500 and up for a more complex airplane. New ADS-B equipment cost anywhere from \$1900 to \$19,000.00 or more depending on what you want or need. First Aid kits can cost as little as \$14.95 at CVS, or even less at Walmart. A really good one can cost more, but it is worth it to plan ahead so when the need arises you won't be looking to tear up someone's petti coat to make bandages like in the Civil War movies. And antibiotic cream comes in almost every kit. Then go to the drugstore and double or triple the supplies inside the first aid kit you bought, because you can never have enough gauze when someone starts bleeding. Send me an email to Sky-hawk@earthlink.net and let me know if you have a first aid kit in your plane – or if you are going to stop on your next trip to the airport to buy one and carry it with you or in your plane.

There's one more thing, and this doesn't come from experience, but it comes from reading many articles in the aviation magazines about the consequences to aluminum tubes with "N" Numbers on them when they come in contact

with the ground, or trees, or other objects that were in the way of an emergency or other unplanned landing. Landing gear buckle, wings get bent, aluminum fuselages bend. We all know that we are supposed to open the door slightly before impact. But what are you going to do if you can't access (or get your hand in to unbuckle your seat belt)? Yes, you have seen them in the magazines and car ads – the "survival knife" or "Seat Belt Cutter" that can slice through a seat belt in that emergency to set you free. In the aviation supply houses, they are available for pricing ranging from \$29.95 to \$137.95 and more. What you get is a multi-tool device that has a cutter dedicated to being able to slice through a seat belt. Where you store it is critical because you need to be able to get your hands on it when you cannot get out of your belt and time is a factor. So, it needs to be in the plane or on your keychain. Anyplace that is not in the way of flying, but accessible in the emergency. The following outfitters offer a version of these on their websites: Aircraft Spruce, Sporty's, Mypilotstore.com, Pilotshop.com, Skygeek.com, and PilotMall.com among others. Send me an email to Sky-hawk@earthlink.net and let me know if you have one, are going to buy one, and where you intend to keep it.

Thanks for reading, and I hope to see you around the Roost.

Mike Sehl

For PAOP

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Planned 2019 PAOP Event Calendar

Date	Event	Comment
2/28/19	Monthly Meeting	Copperfield Inn at Lakeside
2/16, 17, or 18/19	Flyout—Alton Bay (B18)	The Ice Runway
3/28/19	Monthly Meeting	Copperfield Inn at Lakeside
3/31/19	Flyout— Flying W (N14)	AYCE Pancake Breakfast
4/4/19	Board Meeting	
4/??/19	Cleanup	Roost 9AM
4/25/19	Monthly Meeting	Copperfield Inn at Lakeside
4/28/19	Flyout—Delaware Coastal Airport (KGED)	Brunch
5/2/19	Board Meeting	
5/4-5/5/19	99s Pennies a Pound	Heritage Field
5/26/19	Flyout— Cherry Ridge (N30)	Brunch
5/30/19	Monthly Meeting @ The Roost	Steak
6/6/19	Board Meeting	
6/27/19	Monthly Meeting @ The Roost	Chicken
6/30/19	Flyout— Kentmorr Marina, Stevensville, MD (3W3)	Crabs!
7/11/19	Board Meeting	
7/25/19	Monthly Meeting @ The Roost	Steak
7/28/19	Flyout— Ocean City, NJ (26N)	Brunch
8/1/19	Board Meeting	
8/25/19	Cambridge, MD (KCGE)	Brunch
8/29/19	Monthly Meeting @ The Roost	
9/5/19	Board Meeting	
9/8/19	Fly-In/Drive-In Breakfast (Rain Date 9/15/19)	
9/26/19	Monthly Meeting @ The Roost	Lobster (and optional steak)
9/29/19	Flyout— Cherry Ridge (N30)	Brunch
10/3/19	Board Meeting	
10/24/19	Monthly Meeting	Copperfield Inn at Lakeside
10/27/19	Flyout—Sky Acres (44N)	
11/21/19	Monthly Meeting	Copperfield's, Limerick
11/24/19	Flyout— Sky Manor (N40)	Brunch
12/5/19	Board Meeting	New Slate of Officers
12/7/19	Monthly Meeting – Christmas Party	SunnyBrook Ballroom, Pottstown
12/29/19	Flyout—Millville (KMIV)	Brunch at Verna's
1/2/20	Board Meeting	New Slate of Officers
1/26/20	Flyout—Frederick, MD (KFDK)	Brunch
1/30/20	ANNUAL MEETING and Election of Officers	Copperfield Inn at Lakeside

* Steak is also available at these meeting

Erik Forde

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