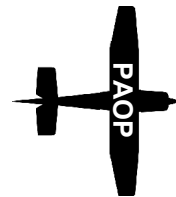


Pottstown Aircraft Owners & Pilots, Inc.

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3310 W. Ridge Pike, Pottstown, Pa. 19464



October 2017

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Regular Monthly Meeting

DINNER CONVERSATION-FLYING THE ALASKA HIGHWAY

We begin our indoor meeting program with a presentation by Mike McNamara about his flight to Alaska. He'll regale us with tales of the adventure in his Beech Debonair, including photographs of wildlife, glaciers, and the Alaskan Highway, and a description of what it would take for you to do this trip yourself.

This meeting will be on Thursday, October 26 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 (610-647-1332 or genepoppel@comcast.net) and let him know you're coming, by Tuesday, October 24.

Flyout

POCONO SPLENDOR ENROUTE TO BRUNCH

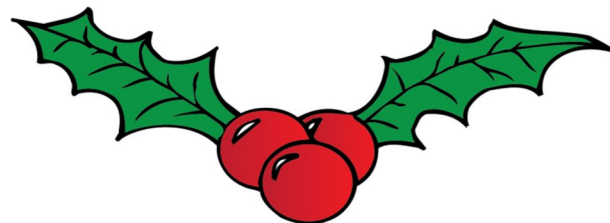
Every year we try to schedule a flyout to Cherry Ridge (N30), in the scenic Poconos. On October 28 (a Saturday, to accommodate folks who have Sunday commitments).. We'll take the 78 nm jaunt over some of our state's most beautiful areas. We try to plan this trip for prime leaf season. As is always the case, some predict a good season, some not. It's a nice flight, regardless.

The nearest town is Honesdale, site of the first commercial operation of a steam locomotive—The Stourbridge Lion—in the United States. In fact, there's a scenic train line operating out of Honesdale now. Located in a coal mining region, during the 19th century it was the starting point of the Delaware and Hudson

Canal, which ultimately brought coal to New York City. Today, it's home to history, shopping, and outdoor sports.

Practice up on your short field takeoffs. While the runway is 2,420 feet long, the elevation is 1,357 feet, so you might have to think about density altitude, especially if we get one of those warm, mid-fall days.

We'll gather at Penn Airways at 0900 for 0930 takeoff. Weekend breakfast is served only until 1100. Take a student pilot or even a non-pilot along, for an introduction to the world of general aviation—the fun and camaraderie. Contact Mike McNamara (610-220-3140 or mikemcnamara88@aol.com) and let him know if you'll need a ride or have a seat available in your plane.



SAVE THE DATE—HOLIDAYS ARE COMING

It may not be winter yet, but it is time to think of Holiday Parties and good times to come.

Please mark your calendars for Saturday, December 9, 2017 for the PAOP annual holiday dinner party.

We have the room reserved at Sunny Brook Ballroom and hope you will join us there for good food and good company.

Details and menu choices will be available soon.

Laura Poppel

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Tim Drager

Vice President:
Mike McNamara

Secretary:
John Green

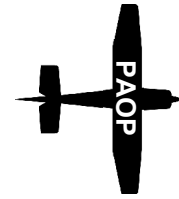
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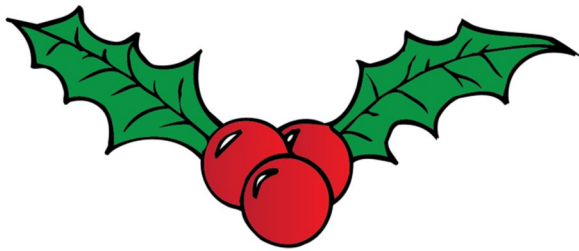
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From the Prez

This month, we have a guest columnist Mike McNamara (Vice President PAOP)

Optimist

Many pilots flying certified piston airplanes are negative. The demise of general aviation is always supposedly just around the corner. But I don't agree. Call me optimistic. It is just an evolution.

I fly my Debonair in the system, frequently, for personal and business use. My company lets me expense it at GSA rates (\$1.15/statute mile). I find that the system works well. I find travel in my airplane to be economical, convenient, pleasurable, and more reliable than the airlines. And it saves time, which is its greatest advantage.

Do some FBOs overcharge? Yes. But Airnav (and, increasingly, Foreflight) lets us find that ahead of time. Is this better than the 1960s and 1970s? Yes, we have information. No Internet in 1965 so no Airnav.

I once talked to a guy who, in the 60s and 70s, bought a new Bonanza every year. Stock broker. He is now retired but a pilot with that money today would buy a Pilatus or TBM. Or maybe even a small jet. So we have more turboprops and jets and less pistons. The hot destinations at busy times are chock a block with airplanes. Get in line for an approach and

the parking is all full, we'll put you on the grass. Have you been at Martha's Vineyard or Nantucket on a busy summer weekend? I wouldn't want it any busier.

I find that the FBOs are beautiful. Is this a bad thing? Certainly impresses the nervous passengers. The \$50-\$100 ramp fees by the King Air owners pay for that. Certainly not the pocket change you paid.

We have many more experimentals. Did kits even exist in 1965? People who used to buy a C150 now build or buy a RV7. Is that bad? I don't think so. I recently flew to SC00, Triple Tree Aerodrome, to see the eclipse. Neat place. Thousands of airplanes flew in. A very high percentage were experimentals, mostly RVs. I think the FAA allowing and encouraging kit built planes including IFR traveling machines is a great thing. Kudos to the FAA.

As for mechanics - I see lots of mechanics. I don't have any trouble finding a good mechanic. Does anybody? Hourly rates are lower than the Toyota dealer.

Parts - people have complained about factory parts prices forever. Beech is expected to supply parts for 50 (or more) year old airplanes, which they do. Beech has to manage the drawing, contract the small parts orders to specialty machine shops, and manage the process and provide quality control. There is a cost to all that. I've found that when I buy a Beech part that is right off the assembly line (still used in new airplanes) the cost is reasonable. The good news is that the Internet has vastly changed the parts business, for the better. This is better than 1965.

Basic Med is a great improvement that will keep older pilots flying. No question in my mind. I have talked to many. Many pilots going Basic Med. Six months after inception, there

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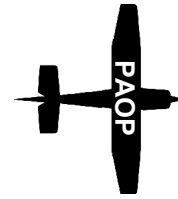
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are 20,000 pilots flying under Basicmed. A great thing.

Some are pushing for certified airplanes to be regulated like homebuilts. I don't want that. If I had to buy another used airplane, I wouldn't want the risk of Joe Idiot having worked on that airplane in the past with no training, no documentation, unapproved parts, etc. It's bad enough buying a used house and looking at all the stupid things done by the prior owner. I think the current level of FAA regulation is appropriate.

A friend took advantage of the new avionics approvals to put in a Garmin G5 as his primary attitude indicator. As an early adopter, he got one of the first ones. This is part of the FAA safety initiative to adopt less expensive technology from the homebuilt industry for approval in certified airplanes, which is a great initiative.

My friend's G5 failed in a week. And it did not go dark, it went wrong. Of course, Garmin had saved a lot of money by going with a simplified certification process. Is this the future of using uncertified parts? I don't want to see that. There is benefit to expensive certification. By the way, I will be installing dual G5s in my airplane soon. But I understand that I am part of the certification process; I won't expect them to be reliable until I get some hours of proven service. I also didn't buy the first one, let other pilots find the problems.

The FAA implementation of RNAV approaches with glideslopes is one of the greatest things in the history of aviation. Kudos to the FAA.

I've noticed that the average age of NEBG (Northeast Bonanza Group) pilots is decreasing. I organize the NEBG events. Years ago if I suggested flying somewhere and going for a hike, members would tell me I was nuts. I organized a fly in 4 mile hike recently and 20

people signed up (but it was postponed due to rain). We recently did a long trip to Gaspe, Quebec and Prince Edward Island. Did lots of hiking and bicycling. Point is, they are younger. One of our members recently bought an \$800K Bonanza, then promptly did aftermarket improvements including a turbocharger, tip tanks, and TKS deicing. And he is young.

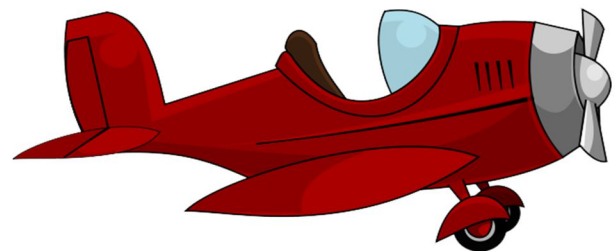
If you travel by small airplane, one of the greatest things to ever happen is Uber. Better than 1965? Yes.

Fuel – everybody complains about the price of fuel. I recently paid \$3.75 in NC. Prices have always fluctuated. But the average price of aviation fuel, adjusted for inflation, has not appreciably changed since it was invented 100 years ago.

How about charts? Kudos to the FAA for letting us use electronic charts. Is Foreflight better than paper? Ha ha.

Since 9/11, we have lost more freedoms as a society than in the 50 years prior to that. But this is not an aviation thing, this is a problem with the greater society. I do think it will be corrected. We'll see. But general aviation is better than ever.

Mike McNamara



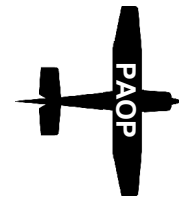
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Board Minutes

PAOP Executive Board Meeting

Oct. 5, 2017



Attendees: Gene Poppel, Laura Poppel, Mike McNamara, John Green, Tom Kozel

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

Treasurer Report: Sept. 2017

Starting Balance	\$2,948.26
Income	\$4,061.68
Expenses	\$1,903.22
Ending Balance	\$5,106.72
Gain (Loss)	\$2,158.46

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

Fly-In breakfast: 307 adults, 95 children, 36 volunteers
\$1,404.52 interim net; Gene to continue reconciling after final bills are paid.

Old Business:

- Discussion on ways to increase membership, including a new Director of Marketing, Sponsorship, and Media. Tim Drager to start making contacts

to try and 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. Mike has drafted a letter to be sent to local schools as an invitation to STEM teachers to either come visit us or for us to meet with them. **OPEN**

- Discussion on creating a new Director of Youth Outreach, to make connections through Vo-Tech schools, community colleges, and the Hill School. **OPEN**
- Discussion on expanding PAOP presence on Facebook to improve our social media exposure. **OPEN**
- Flyers Roost task list:
 - New roof on the shed-Erik and John-plywood and corrugated steel roofing. \$300 approved expense. **OPEN - Need more time**
 - Pavers around food prep area-Barry to search for replacement slate tiles. **OPEN**
 - Find out what went wrong and fix the one griddle. **OPEN**

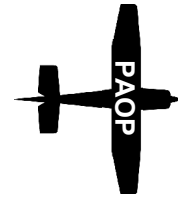
New Business:

- Discussion on Fly-In Breakfast improvements
 - Flyer needs revised to read Heritage Field and have correct number for annual events (65)
 - Raffle planned earlier
 - Wipe off tables-dew
 - Plan rain date, including staffing
 - Free coffee refills
 - Clear address for vendors
 - Flyers made earlier and distributed around the area
 - Test stoves and griddles on setup day
 - Ensure a Marshall is available for plane start
 - Better signage
 - Press releases in advance

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- Order a handicap accessible port-a-potty
- Next general membership meeting at Copperfields 10/26, Mike McNamara to give presentation on his 2017 trip to Alaska.
- Executive Board meeting for December cancelled
- Holiday Party on December 12/9 at Sunny Brook start at 6 PM, dinner from 7 until 11 PM.
 - Soup & salad, Salmon or NY Strip or a vegetarian meal, dessert, with one drink per person, cost per person is \$51.50 tax & tip included
 - Motion made and carried to charge \$49/person and pay the remainder from the General Fund
- Lease has been signed and delivered to airport owner
- Pottstown Municipal Day, we handed out some flyers and membership forms
- PAOP needs to step up our presence for disseminating information to local pilots. We discussed several ways to do that, including emails to the local pilots who came to the Fly-In.
- Saturday 10/28 Fly Out to Cherry Ridge N30, contact Gene

Motion made and carried to adjourn at 8:20 PM

Respectfully submitted,
John Green



From Mike

They say that if anything is worth doing, it's worth doing well. I'm no different than any other pilot; I take pride in good landings, good decisions, and smooth flights. Well, then as we all know – there's the weather.

This isn't about the weather, but about doing things well. My solo landing on the ice surface of Lake Winnepesaukee in New Hampshire was smooth and successful. With planning, I had ice cleats to put on my sneaks before getting off the wing of the Archer. I was able to walk across the ice. The lunch in Alton bay was fine, and the trip home was without remark.

My first flight into the great experience at EAA Airventure Oshkosh was highlighted with a touchdown "on the green dot" and I have video proof.

If you remember my article last August about planning to fly to College Park Airport in Maryland inside the Flight Restricted Zone (FRZ) surrounding the White House and other irreplaceable buildings in Washington D.C. was interesting. It had to be planned, and followed up on in order to receive the special code allowing me to fly into the FRZ as well as into the surrounding Special Flight Rules Area (SFRA). To refresh your memory, I had to:

1. Take the FAA online DC Special Flight Rules Area Course number ALC-405;
2. Read and study the NATACS Maryland Three (MD-3) program; 3. Fill out a Maryland;
3. Transportation (TSA) MD-3; talk with the FBO at the College Park Airport on procedures;
4. Fill out form 201405NATACSFCE form along with my fingerprints. There was

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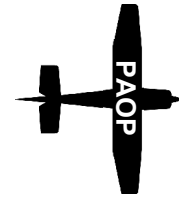
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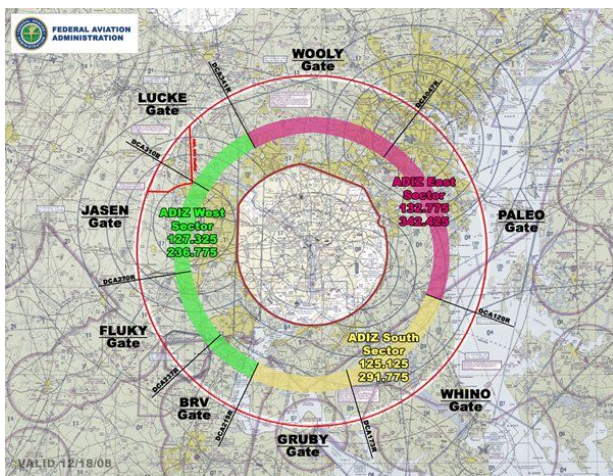


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also a fee accompanying the fingerprinting and filing, but that was only about Sixty Dollars

Then I received my clearance from the TSA along with my super-secret code, which I needed to file a flight plan into the FRZ. (See the August 2016 PAOP Newsletter for the entire article).



Having accomplished all of that, in October of 2016, Suzanne and I flew to College Park to join friends in D.C. for the weekend. See the October 2016 issue of the PAOP newsletter for the whole story about tap dancing and flying.

Now another flight is in the making, weather permitting: A simple flight to Leesburg Airport (KJYO) in Virginia. Leesburg is interesting because it is the only D.C. Area airport that escaped the imposition of the SFRA and FRZ on general aviation airports. It is a notch in the western side of the airspace. But, to file a direct VFR flight plan calls for crossing into the SFRA. No problem you say, because I already have the secret code word and am cleared upon acceptance of a flight plan.

The goal is to be able to fly a direct straight line heading of 234 degrees from KPTW to KJYO, which means crossing the SFRA from the WOOLEY Gate to the LUCKE gate and into the controlled airspace at Leesburg. I could circumvent the whole thing and then approach Leesburg from a little west of the SFRA, but that adds miles and adds time and adds burned fuel. Remember where I started this article was in doing something well – well 234 degrees direct VFR is as good as a flight can be. There is one thing not far from Leesburg that makes it special – Dulles Airport (one of the busiest airports in the world) is a scant 9 miles to the southeast. Air Traffic Controllers tend to want to protect all that commercial traffic from single engine general aviation airplanes like the Archer. So, it is entirely possible that after making the best plans, I will be vectored about, as I get closer to Leesburg. So, file the flight plan (2 actually), be prepared for changes from ATC, and fly the airplane. The other goal is to make it a safe and worthwhile flying experience for both Suzanne and myself.

Keep flying, keep learning, and plan well.

Mike “Sky-hawk” Sehl

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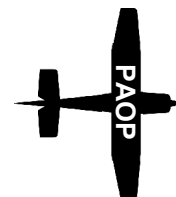
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Tentative 2017 PAOP Event Calendar

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	
3/26/17	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 (KVAZ)	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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