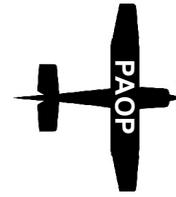


Pottstown Aircraft Owners & Pilots, Inc.

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3310 W. Ridge Pike, Pottstown, Pa. 19464



January 2018

www.paop.org

Regular Monthly Meeting

The 2018 Annual Meeting of Pottstown Aircraft Owners and Pilots, Inc. will be held at 7:30PM on Thursday, January 25, 2018 at the Copperfield Inn at Lakeside, 594 West Ridge Pike, Limerick, PA 19468.

Folks coming for dinner should contact Gene Poppel by January 24 at 610-647-1332 or genepoppel@comcast.net.

Flyout

AVIATION HISTORY AND A GOOD BREAKFAST

Built as a commercial airport, Millville Executive Airport (KMIV) became the nucleus of an important training base for P-47 Thunderbolt pilots in World War II. Many original buildings survive, and the large, concrete runways are clearly more than would you would expect for a rural airport.

The Millville Army Air Field Museum (www.p47millville.org), adjacent to the FBO, highlights the military history of the airport. The city also has a long, diverse history, including agriculture, manufacturing (glass-making being a specialty), and aviation.

On Sunday, January 28, we'll journey to Millville for brunch at Verna's Flight Line Restaurant. Located in a building that was the original Provost Marshal's office, this cozy spot has been a favorite of hungry aviators and their guests for many years. This quick, 50 nm flight can provide practice in Class B airspace, with a stunning view of downtown Philadelphia and the airport. More likely, ATC will detour us around the Class B airspace toward a river crossing below Chester. It's a nice flight whichever way we go.

We'll gather at Penn Airways at 0930 for 1000 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) and let him know if you'll need a ride or have a seat available in your plane.

Also, let him know if you're planning to fly from another airport and meet us there, just so we can notify the restaurant. Verna gets a bit testy when a large, unexpected group shows up.

NOTICE OF ANNUAL MEETING

The 2018 Annual Meeting of Pottstown Aircraft Owners and Pilots, Inc. will be held at 7:30PM on Thursday, January 25, 2018 at the Copperfield Inn at Lakeside, 594 West Ridge Pike, Limerick, PA 19468.

Agenda:

- *Report from the President*
- *Financial report for the period February 1, 2017 through January 31, 2018*
- *Election of officers and directors*
- *Other matters of interest to the membership*

Candidates for officers and directors as presented by the Executive Committee:

- *President—Timothy Drager*
- *Vice president—Mike McNamara*
- *Secretary—John Green*
- *Treasurer—Eugene H. Poppel*
- *Directors—Erik Forde, Dennis Galvin, Berry Kerchner, Thomas Kozel, Andy Landis, Laura Poppel, Jeffrey Stouter*
- *Other nominations from the floor*

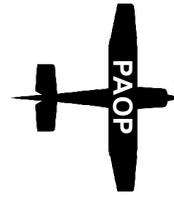
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RENEW YOUR PAOP MEMBERSHIP— EARLY BIRD SPECIAL

- At its January meeting, the Executive Committee voted to increase the annual dues to \$32.00.
- However, if you renew by April 1, you need to pay only the current rate of \$29.00. Send your check made out to PAOP, Inc. to: PAOP, 3310 W. Ridge Pike, Pottstown, PA 19464. You can also pay by PayPal. Just go to www.paop.org, and click on the link.

From the Prez

Blue Angel
Tim Drager
1/16/2018

We experience aviation in our own way. PAOP members are from many backgrounds, modest and great, enthusiast to full-on commercial pilot. Personally, I dream of being an astronaut and flying around the world, but am satisfied with flying a Cessna 172 around the east coast.

During our nine month trip around the USA in a motorhome, Deb, Chris and I visited many aviation museums. Most recently we visited the Naval Air Museum in Pensacola, Florida, where the history of Naval aviation is documented. Like many of us, Navy aviation started in a humble manner:

- Identified the vision / mission, early 1900s
- Bought underpowered aircraft
- Trained pilots and learned sometimes painful lessons
- Bought more capable aircraft and improved their skills and safety

During Oshkosh, 2017, we had the good fortune of sitting 30 feet from the Blue Angels team for a Q&A session. In summary, they were like you and me: brave skilled technicians, leaders and

followers as well as risk managers. Pensacola is a primary base for the Blue Angels and the museum has many of the original vintage cockpits. The photo below shows one of this man’s dreams accomplished: to sit in a Blue Angel cockpit. OK, it’s not the modern FA-18 Super Hornet, but had enough switches, bells and whistles to bring out the kid in anyone.

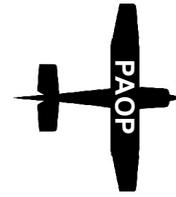
In 2018, I encourage you to keep looking up, but keep your head level by renewing your PAOP membership. By continuing to learn from and socialize with aviation-minded individuals, you will invest in your flying future. This year we will share PAOP’s aviation dream with about 1000 local citizens including local youth and their leaders through two major activities: Fly-In Breakfast and Aviation Camporee. Like the Blue Angels, YOU can inspire others to share Pottstown’s aviation heritage. See <http://www.paop.org>

Tim



Book Review

I just finished reading the book “Angle of Attack” by Roger Rapoport and Shem Malmquist. Available in paperback but not Kindle.



It was about the Air France Airbus 330 operating as flight 447 that stalled over the equator at 45000' in a thunderstorm and fell into the ocean. Quite a good read and talks a lot about being a pilot as compared to push button systems manager.

The pilots were very experienced but they had no chance to resolve the problem:

- The triple redundant pitot tubes all iced up simultaneously due to a bad design. The flight computers needed pitot (airspeed) input. The autopilot clicked off.
- Jet airplanes have flight director command bars on the attitude indicator. When hand flying, if you follow the command bars, the airplane will go where you want it. I have flown a Lear 35 this way on an instrument approach in a snow storm. It was easy. Jet pilots learn to trust it. When flight 447 lost airspeed, the first reaction of the flight director was to command a climb. The pilot climbed, and the plane stalled. Then the flight director command bars disappeared.
- The manufacturer thought that an Airbus 330 would never stall. So, the software was not designed for it. The simulators did not simulate it. Pilots were not trained in it. Swept wing jets at high altitude react differently to a stall.
- Airplanes fly more efficiently at aft CG. They are also harder to recover from a stall. This airplane's computers purposely kept fuel in an aft fuselage tank to keep the CG aft, for efficiency.
- The stall warning came on. The pilots were confused. As the airspeed decreased (it was falling like a leaf), the stall warning stopped below 60 knots, as programmed. This led the pilots to think that they had accelerated out of the stall. So, they pulled back to prevent over speed.

The industry needs to teach more stick and rudder skills, needs to study high altitude icing better and its effect on pitot heat, needs to learn more about high altitude stall behavior in swept wing jets, and needs training improvements. Progress is slow but is occurring, with the U.S. leading the way. Very interesting.

Mike McNamara

Board Minutes

PAOP Executive Board Meeting

Jan. 10, 2018

Attendees: Gene Poppel, Laura Poppel, Mike McNamara, John Green, Tom Kozel, Eric Forde, Barry Kerchner, Andy Landis

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

Treasurer Report: Dec. 2017

Starting Balance	\$3,542.80
Income	\$1,609.00
Expenses	\$ 332.50
Ending Balance	\$4,819.30
Gain (Loss)	\$1,276.50
Christmas Party:	
Cost	\$ 1650.42
Receipts	\$ 1609.00
Net loss	\$ 41.42

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

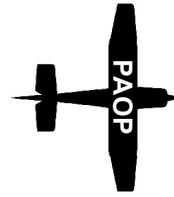
Old Business:

- 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

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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. We had a further discussion on using Snapchat, other social media and personal contact for reaching out to other pilots. **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**
 - Painting of the pavilion **OPEN**
 - Painting of The Roost, would probably require use of a lift **OPEN**

New Business:

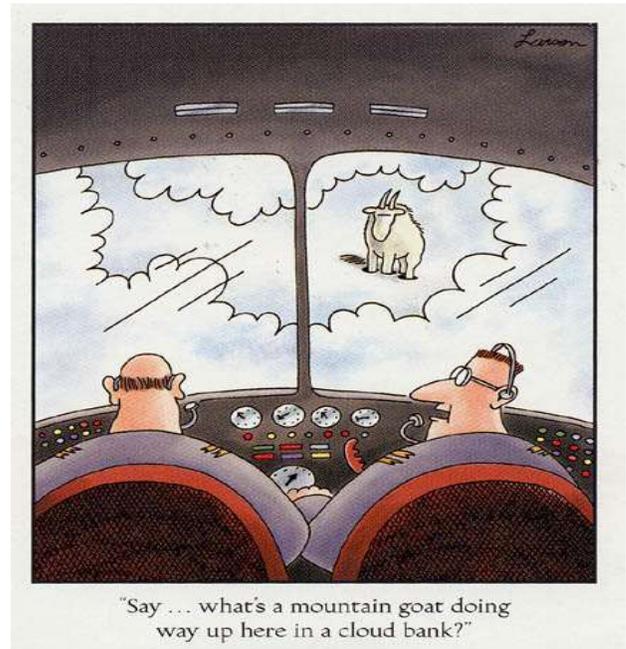
- Next general membership meeting at Copperfields on 1/25/18. Cocktails at 6 PM, dinner begins at 7, annual meeting begins at 7:30. Contact Gene if you intend to be there.
- Next executive board meeting is Feb. 1st in the Heritage Field pilots lounge.
- Fly-Out to Millville, NJ - KMIV - on Sunday Jan. 28th
- Motion made and carried to hold the 2018 Holiday Party at Sunnybrook on Dec. 8th. Laura Poppel authorized to make the initial deposit when booking the party.
- We had a further discussion on Fly-Out destinations

- Discussion on raising annual dues, perhaps raising it to \$30 for this year and increasing in the following year(s). Motion made and carried to increase membership dues to \$32, discounted to \$29 if paid before April 1st.

Motion made and carried to adjourn at 8:30 PM

Respectfully submitted,

John Green



From Mike

"Winter Flying is great, except for trying to thaw the lock on the hangar door so you can get to the airplane. Without winter, there would be no challenge waiting out there to fly to Alton Bay in New Hampshire and land on a frozen lake (Airport B-18).

The cartoon by Gary Larson is great humor; I imagine Rick Jones and James Rouiller having that conversation as they cross the Appalachians. It is a situational awareness cartoon. Imagine that that is even a category.

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My article this frozen month is the old VFR – IFR conundrum (Visual Flight Rules versus Instrument Flight Rules). I am an over 700-hour happy VFR pilot. I mean really, there is nowhere I can't fly as a VFR pilot. I am only limited in weather, which means I am also limited in time. Thunderstorms – even IFR pilots have to avoid them. Hurricanes – everyone except the NOAA pilots avoid them. Other severe weather – most intelligent pilots avoid it. So, does that only leave sunny low wind days in May? No, it does not. I have flown in all four seasons safely. I did my long cross country for my pilot's certificate on a cold winters day when snow showers were blowing across the Pennsylvania countryside. They were pretty to watch as they crossed the countryside, and slow enough to avoid at a safe distance. I landed at Harrisburg International on my leg from Mount Pocono and enjoyed that long, long runway. I waited out a passing snow shower, watched the weather radar inside the airport, and then when it was safe and visibility was at least three miles – headed back to Pottstown and completed my long cross country having enjoyed a beautiful winters day in the passing. Obviously, all VFR.

All flight instructors will tell you (almost in the exact same language) that being an IFR pilot makes you a better pilot. I am sure that the training and exactness required does that for you as well as the increased knowledge. But there is a tradeoff to be considered: How many hours will it take me versus how many great VFR trips could I make in the same time. Not to mention the cost of the Flight Instructor and hours of specific flying tasks. While not the most accomplished (by a long shot) private pilot, I have flown into the FRZ (Washington D.C.), to New Hampshire a number of times (only once to B18), as well as Oshkosh, Ocean City, NJ, and Morgantown in West Virginia.

Gene Poppel, our Treasurer and a Flight Instructor at Pottstown Municipal and Heritage tells me he has developed a list of objectives a prospective IFR candidate can meet on their own in flying to cut the overall cost of instruction and qualifying.

If you are interested, give him a call at Muni. Otherwise, when it's a good day to fly – go fly. I put the total cost of flying in the Piper Archer of which I am a 1/3rd partner at a flat \$100.00 per hour. That includes everything from monthly contributions, which pays for hangar, repairs and insurance to fuel and hourly contribution. So, when I think about heading into the direction of Instrument qualifications, I fall back on the question of whether the additional money will actually add value to my life. I'm not sure I know the answer yet. But there is always the promise of being able to fly in clouds seeing nothing but my instruments and my passenger, and landing somewhere with a minimum decision altitude of two to five hundred feet off of a runway that I hope is there. GPS and the technology probably makes it safer than it was thirty years ago, and as safety pilot for one of my partners I see the beauty and the benefit. But, I've talked to many IFR qualified pilots who never use it.

What will I do? I'm still not sure. Anybody for breakfast at 26N?

Mike "Sky-hawk" Sehl
Past President of PAOP
ASN for PAOP at KPTW
VFR Pilot"
Mike "Sky-hawk" Sehl

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Tentative 2018 PAOP Event Calendar

Date	Event	Comment
1/10/18	Board Meeting	New Slate of Officers
1/25/18	ANNUAL MEETING and Election of Officers	Copperfield Inn at Lakeside
1/28/18	Flyout— Millville Executive Airport (KMIV)	
2/1/18	Board Meeting	
2/22/18	Monthly Meeting	Copperfield Inn at Lakeside
2/25/18	Flyout—	
3/8/18	Board Meeting	
3/25/18	Monthly Meeting	Copperfield Inn at Lakeside
3/29/18	Flyout—	
4/5/18	Board Meeting	
4/??/18	Cleanup	Roost 9AM
4/26/18	Monthly Meeting	AOPA Presentation
4/29/18	Flyout—	
5/3/18	Board Meeting	
5/26/18 (Sat)	Flyout—	
5/31/18	Monthly Meeting @ The Roost	Steak
6/7/18	Board Meeting	
6/24/18	Flyout— Kentmorr Marina, Stevensville, MD (3W3)	Crabs!
6/28/18	Monthly Meeting @ The Roost	Chicken*
7/5/18	Board Meeting	
7/25/18	Monthly Meeting @ The Roost	Steak
7/29/18	Flyout—	Lunch
8/2/18	Board Meeting	
8/26/18	Flyout—	
8/29/18	Monthly Meeting @ The Roost	
9/5/18	Board Meeting	
9/9/18*	Annual Fly-In/Drive-In Breakfast	
9/26/18	Monthly Meeting @ The Roost	Lobster (and optional steak)
9/29-30/18	99's Pennies a Pound	
9/30/18	Flyout—	
10/4/18	Board Meeting	
10/25/18	Monthly Meeting	Copperfield Inn at Lakeside
10/27/18 (Sat)	Flyout—	
11/1/18	Board Meeting	
11/25/18	Flyout—	
11/29/18	Monthly Meeting	Copperfield's, Limerick
12/5/18	Board Meeting	New Slate of Officers
12/8/18	Monthly Meeting – Christmas Party	Sunnybrook Ballroom, Pottstown
12/16/18	Flyout—	
1/3/19	Board Meeting	New Slate of Officers
1/27/19	Flyout—	
1/31/19	ANNUAL MEETING and Election of Officers	Copperfield Inn at Lakeside

* Steak is also available at these meeting

Tim Drager

Mike McNamara

John Green

Gene Poppel

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