



***TASTES LIKE CHICKEN
JUNE 29 AT THE FLYERS' ROOST***

The Real Thing

This month we make the most of that cliché, with actual chicken. No, not any of those other meats or further suspicious substances, like tofu, but the real rotisserie-broiled item. These chickens really taste like chicken. It's half a real, juicy, chicken with the traditional salads and sides. It's a perfect beginning for summer at our June 29 dinner meeting at the Roost.

If you prefer your dinner to be something that doesn't lay eggs, there's a choice of a sizzling, grill-it-yourself New York strip steak.

Either way, the price is still only \$15 per person. As always, we appreciate any appetizers or desserts you would like to bring. Generally we enjoy a refreshing beverage, starting 1800, with dinner starting about 1900.

Reservations are important. Please R.S.V.P. to Ethel Bailey at Limerick Flight Center (610) 495-6366 by Tuesday, June 27. We need helpers to wipe the dust off the picnic tables, set up the bar, set up the food station, make coffee...the list goes on and on. Please call Barb Zeigler at 610-489-4031 *and offer to help.*

Plan B and Plan C

Even avoiding the mere mention of the word "Elmira" didn't break the weather jinx that has kept us from that flyout destination. Instead, on May 21 just a few of us flew to Lancaster for brunch.

A special treat was an impromptu flyout to Crisfield, MD for their soft-shell festival on May 28. We had four planes with ten crab-seekers on a beautiful day. Not bad for a last minute plan.

Safety Training for the Community

Thursday evening, June 15 brought nearly 100 police, fire, and emergency personnel to the Penn Airways hangar, along with a whole row of fire engines. Mike Busch, Director of Safety for Cirrus Design, made a presentation on hazards and procedures associated with the Ballistic Recovery System found in Cirrus and a growing number of other aircraft. More and more planes have air bags for the occupants, and he addressed these as well. Both Mike and Jim Eyer from the FAA's Allentown FSDO also discussed precautions in preserving an accident site for post-crash investigation.

Special thanks go to Randy Dotterer for many hours of work and persistence in putting this together and bringing in the crowd. Jacques Louvet provided the sound system, and Mick Clancy brought his Cirrus as an actual example of the BRS (no live demo, of course). Barb Zeigler and Ethel Bailey handled the refreshments. Penn Airways provided the hangar space, rolling some of those fine-looking airplanes out to the ramp.

Crabs, Crabs, Crabs

Yes, it's time for our annual assault on that most delectable of crustaceans, the Maryland Blue Crab. We are fortunate that Bill Morris built an airport and marina restaurant to make it an easy flying destination. That's our plan—fly to Kentmorr (3W3) on June 25 for a feast. And plan on spicy hard-shells or crab cakes. Get more information on the airport, including photos of one of our past visits, at www.kentmorrairport.com. The restaurant has both indoor service and an outdoor deck. Check it out at www.kentmorr.com.

This delightful spot on the Chesapeake is served by a 2,200 foot (displaced thresholds make it 2,000 feet for landing), well-tended grass airport. Although Kentmorr is in the Washington ADIZ, there are special procedures that relieve us of the need for a flight plan. There will be a full briefing before takeoff, but it's important that you review the procedures and NOTAMS for yourself. We'll gather at Penn Airways at 1030 for 1100 takeoff to arrive in time for lunch.

The airport's web site also has the current procedures for flying in. It is a short strip, and on the predictable 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 for a last minute update on the condition of the field.

Our flyouts are good trips to invite a friend or student pilot for an introduction to the freedom of flight. As always, it's share the ride, so if you will have room in your plane for passengers, or will need a ride, let Gene Poppel know at 610-647-1332 or genepoppel@comcast.net.

Membership

Our annual membership renewal program has now concluded. As is generally the case, we have some new members and some of the old members have not renewed.

When you see pilots around the airport who are not members, and especially student pilots who could use some immersion with a group of pilots and enthusiasts, invite them to join or attend one of our meetings. Applications are available on the web site or at the flight school.

Originated February 26, 1948—Incorporated January 15, 1960—P.O. Box 140 Devon, PA 19333

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