

Regular Monthly Meeting

The October meeting will be held at Copperfield's (594 West Ridge Pike, Limerick, PA, 484-938-7082) on Thursday October 27, 2016. Dinner and Drinks at 6:00, followed by Dinner at 7:00 and the meeting immediately following.

Please join us in welcoming our October speaker, PAOP'S own Randy Dotterer, better known as "Parts Guy", will be giving a talk on parts, automobile as well as aircraft variety. He will impart decades of experience with managing NAPA parts stores on us and inform us about determining the health of lead-acid batteries. Randy has been a long-standing member of PAOP and has supported the local aviation community with donations of his time and sponsorship.

Please RSVP with Gene Poppel (610-647-1332 or genepoppel@comcast.net).

Flyout

Pocono Splendor Enroute to Brunch

Every year we try to schedule a flyout to Cherry Ridge (N30), in the scenic Poconos. On October 29, we'll take the 78 nm jaunt over some of our state's most beautiful areas. Each year we try to plan this trip for prime leaf season, and usually are too early or too late—it's hard to predict. 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, its home to history, shopping, and outdoor sports.

All reports on the current restaurant operation are very positive—4 to 5 stars on Trip Advisor and Yelp. It's run by the former operators of the restaurant at Sky Manor, and apparently they have maintained the high standards.

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 0930 for 1000 takeoff. Take a student pilot or even a non-pilot 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.



Save the Date

Dec. 10th

Holiday Party

Details to Follow

From the Prez

Autumn of the Year
by Tim Drager
October 12, 2016



"But now the days
grow short, I'm in the autumn of the year
And now I think of my life as vintage wine

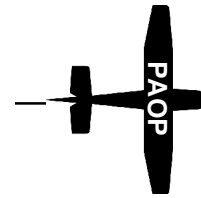
President:
Tim Drager

Vice President:
Bob Nesper

Secretary:
John Green

Treasurer:
Gene Poppel

Directors: Dennis Galvin, Barb Zeigler, Eric Forde, Tom Kozel, Mike Sehl (President Ex-Officio)



from fine old kegs
From the brim to the dregs, and it poured sweet
and clear
It was a very good year"

This verse from Frank Sinatra's "It Was A Very Good Year" make me think about life and how thankful we are to have enjoyed a good summer with family, friends and safe flying. These are some of the best flying days of the year, but why not fly the whole year?

Careful planning can ensure you can fly year-round. Get ready to handle frost and cold engine start techniques. There are three main components: Airframe, Engine and Fuel.

Removing frost can be done with several methods. Chemical defrosters can be used only with airport approval due to EPA regulations. Burlap bags can act as sandpaper for frost but will not harm paint. Plastic scrapers are effective, but can mar paint and plexiglass. Rolling the airplane so it faces the sun can quickly melt frost. A good coat of wax can help you remove frost more easily. I heard of a pilot who in a pinch, coated his Glassair aero surfaces with oil prior to takeoff into icing conditions. Guess it worked for a while, but I wouldn't try it. Better to wait for better weather.

Engine pre-heating can be done many ways. I prefer warm air injected into the cowl, since all engine accessories are warmed. It would be nice to warm the cockpit and gyro instruments, but this can be problematic if using a fossil fuel based heater. Just remember to have a vent for the fumes and humid warm air, and ensure the temperature in the engine compartment is not excessive or melting parts may result.

Raw fuel. A working primer is essential to starting some engines. It injects raw gas into

one or more cylinders. If it is really cold, the primer can be used to keep the engine running after startup until the engine is really ready to run. Pumping the throttle injects raw fuel into the carburetor, also assisting in engine start. While using raw fuel to start an engine, if fire is shooting out the bottom of your cowling, it may be better to start the engine and suck/blow the fire out, or be ready to use your fire extinguisher. When cranking the engine, I typically use the 12 second rule: crank for 12 seconds, or two six-second bursts, followed by 2 minutes of recovery for the starter and battery.

A heated hangar is effective for all cold-weather issues, but beware of ice in your sumps. It can take many hours in a heated hangar for ice to liquefy so you can and drain out the water.

Survival: Hypothermia is the most important risk in the winter. The pilot and passengers must prepare for a survival situation by wearing warm winter gear and carry a winter survival kit.

In exchange for the above preparation, you will: maintain proficiency all year, be awe-struck at some of the most spectacular CAVU (Ceiling An Visibility Unlimited) weather and experience exhilarating takeoff performance. I encourage you to come to our PAOP fall and winter fly-outs and learn from our experienced cold-weather flyers.

Tim

Board Minutes

PAOP Executive Board

Oct. 5, 2016

President:
Tim Drager

Vice President:
Bob Nespor

Secretary:
John Green

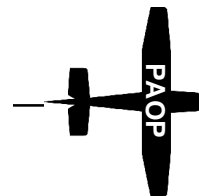
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Pottstown Aircraft Owners & Pilots, Inc.

Originated February 26, 1948 – Incorporated January 15, 1960

3310 W. Ridge Pike, Pottstown, Pa. 19464



October 2016

www.paop.org



Attendees: Tim Drager, John Green, Gene Poppel, Laura Poppel, Erik Forde, Dennis Galvin

Secretary Report: Minutes from the Sept. 2016 meeting were read.

Motion made and carried to approve the minutes.

Treasurer Report:	Sept. 2016
Starting balance	\$4,021.19
Income	\$4,726.25
Expenses	\$2,994.27
Ending Balance	\$5,773.17
Gain (Loss)	\$1,751.98

Motion made and carried to accept the treasurer report.

Fly-In Breakfast summary:

Income	\$4,394.25
Expense	\$2,066.66

Net \$2,327.59

Old Business:

- Changing Constitution and By-Laws: Gene will publish the amendments in the newsletter so that the general membership can read them. We expect to vote on the amendments at the October Dinner Meeting.
- Erik will need a check to pay for the membership booklet printing. Gene to make financial arrangements.

New Business:

- Read email from Bob Nessor regarding items of concern from the Breakfast. Laura captured the items for ham serving size (going to 2 oz/slice) and coffee service setup.
 - We need to get posters out by June 15th to help ensure attendance at the breakfast.
 - Tim proposed another Scout Camporee June 2 - 4, 2017. Motion made and carried to provide PAOP support.
 - Holiday Party-Tim will contact Cutillo's for December date availability.
- We are targeting between the 8th and the 20th.
- Depending on availability we may change the venue.
 - Nominations for Executive Board officers will be opened at the October Dinner Meeting.
 - Randy Dotterer will be presenting on parts and batteries for cars and airplanes.

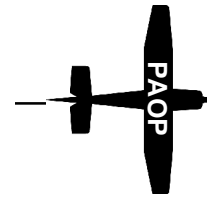
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- Project List for 2017:
 - Roof for shed
- Fly out to Cherry Ridge - N30 on 10/29/16 with an expected departure from KPTW at 10 AM

Motion made and carried to adjourn at 8:15 PM

Respectfully submitted,

John Green

From Mike

The phone rang at 7:30 in the morning, without the Pin Number; there would be no flight into the FRZ (The No Fly zone protecting D.C.). I went to bed the night before having switched to plan “B”, driving down U.S. Route 100, then U.S. 95 South around Baltimore onto the Beltway and exit for North Bethesda. The flight planning was put away, and the bags had been packed for the morning.

The phone call came from the FBO at College Park Airport. They had the approval for the issuance of the pin number for our flight into the SFRA and the FRZ to land at KCGS, College Park. The flight planning was done, and the trip would consist mostly of a straight line drawn in the sky at four thousand five hundred feet from Pottstown’s Heritage Field (KPTW) to the oldest continuously operating airport in the world. I filed the IFR flight plan with the Washington Hub. Following the preflight inspection, the taxi and run-up were normal. The takeoff and climb out were good and we were soon at 4500 feet heading south. I opened the IFR flight plan with Philadelphia as we climbed, received my discreet transponder

code and stayed with Controllers through the Wooly Gate until at less than 2 miles from College Park, I advised Baltimore ATC that I had the airport in sight. In just short of an hour, we were on final and landed on runway 33 while Suzanne’s high school classmate and her spouse watched us land from the second floor platform.

We were going to be houseguests at their North Bethesda home and attend the Tap Dance performance at the Kennedy Center that evening (remember the tap dancing?).



Figure 1: Mike and Suzanne after arriving at CGSD (College Park Airport)

The people at the FBO were kind, courteous, helpful and polite. Our reception was four stars. We fueled partway up, parked and tied down the plane and turned ourselves over to our friends.

If you remember, this all started with the FAA online course about flying into the DC Special Flight Rules Area. I took and passed the course on September 3rd. Then there are the other requirements: filling out and filing the NATA

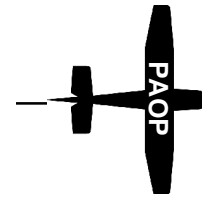
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compliance services form, which you take to the fingerprinting agent; deciding to use a local law enforcement department or agent like Roth Computerized Testing Center in New Cumberland; and provide the airport with your TSA MD-3 Pin Application. College Park is one of the three airports identified as the MD-3 in the Flight Restricted Zone, the FRZ. They are not only helpful, but anxious to have you approved to come in, use their brand new facilities, visit the Air Museum, and be part of their community.

All this can sound daunting, but taken in three steps, can be done comfortably and without pain. The fee for the fingerprinting service (September 12th) and Fingerprint Collection Clearinghouse is Sixty Four Dollars, and outside of your time, is the only cost incurred in the process. The result of your background check and fingerprint clearing is sent to the TSA, who by now already has your MD-3 Pin Application which they verify with you in person or by Skype. They will tell you that it takes three or four weeks from beginning to end, and my approval came out in about three weeks.

I know what you really want to know is: “How was the tap dancing?” Michelle Dorrance’s dance troupe dancing to the music of the Blues Project. Not your grandmother’s Fred Astaire, or Cyd Charisse, this was one hour of hard kicking, foot stomping, free flying legs and tap shoes. I was reminded of West Side Story’s Sharks and Jets in the opening number. It was a blues backed free form tap dance performance that won accolades in the Washington Post the next morning.

The flight home was no straight line, low ceilings (2200 feet at takeoff) had us heading on about a 90 degree heading to leave the FRZ

and SFRA though the Paleo Gate into clearer skies and a northbound heading northward. We ended up being vectored a little by Baltimore Approach and ended up flying slightly north of Annapolis and almost over the Bay Bridge before going VFR. The skies were clear and blue by the time we were over Bay Bridge Airport and turned Northward. It was a pleasant flight back crossing over the Maryland and Pennsylvania countryside, and the end of an educational and rewarding flight into the Freeze.

My recommendation to anyone considering getting your pin number and flying to see one of the best air museums on the East Coast (at KCGS) is to do it. Take the FAA DC Special Flight Rules Area course. Then look up the Maryland Three (MD3) airport and how to enroll. Follow this up with a phone call to the FBO at CGS about the process. Fill out the NATA form, for the finger printing agency. Call Roth Computer Testing at New Cumberland to arrange for your fingerprinting, then fill out the MD3 pin application and scan and email it to everybody. It is fun, it is a challenge and it should add to your confidence and skills.

Roth Testing: 717-914-0988 at New Cumberland Airport FBO

College Park Airport (KCSG) 301-864-5844

Sky-hawk aka Mike Sehl
PAOP, AOPA and EAA 1250 member

Tentative 2016 PAOP Event Calendar

President:
Tim Drager

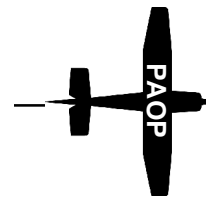
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October 2016

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Originated February 26, 1948 – Incorporated January 15, 1960

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Date	Event	Comment
1/6/16	Board Meeting	
1/28/16	ANNUAL Meeting (Including Elections & Speaker)	Copperfield Inn at Lakeside
1/31/16	Flyout— Millville (KMIV) Brunch	
2/3/16	Board Meeting	
2/25/16	Monthly Meeting	Copperfield Inn at Lakeside
2/28/16	Flyout— Sky Manor, Pittstown.NJ (N40)	Brunch
3/2/16	Board Meeting	
3/20/16	Flyout—Smoketown, PA (S37)	Breakfast and Old Plane Collection
3/31/16	Monthly Meeting	Copperfield Inn at Lakeside
4/6/16	Board Meeting	
4/??/16	Cleanup	Roost 9AM
4/24/16	Flyout— Sky Acres Millbrook, NJ (44N)	Brunch
4/23/16	Monthly Meeting	AOPA Presentation
5/4/16	Board Meeting	
5/13-15/16	Scouts at PTW	Roost
5/14-15/16	99's Pennies a Pound at PTW	
5/26/16	Monthly Meeting @ The Roost	Steak
5/21/16 (Sat)	Flyout— Grimes, Bethel, PA (8N1)	Golden Age Museum
6/1/16	Board Meeting	
6/26/16	Flyout— Kentmorr Marina, Stevensville, MD (3W3)	Crabs!
6/30/16	Monthly Meeting @ The Roost	Chicken*
7/6/16	Board Meeting	
7/28/16	Monthly Meeting @ The Roost	Steak
7/31/16	Flyout— St. Michaels, MD (Fly to Easton, MD)	Lunch and Maritime Museum
8/3/16	Board Meeting	
8/25/16	Monthly Meeting @ The Roost	
8/28/16	Flyout— Massey Aerodrome, Massey, MD (MD1)	Massey Air Museum
9/7/16	Board Meeting	
9/11/16*	Annual Fly-In/Drive-In Breakfast	
9/25/16	Flyout—Sullivan County, Monticello, NY (KMSV)	Brunch at the New Restaurant
9/29/16	Monthly Meeting @ The Roost	Lobster (and optional steak)
10/5/16	Board Meeting	
10/27/16	Monthly Meeting @ Copperfields	
10/29/16 (Sat)	Flyout— Cherry Ridge, Honesdale, PA (N30)	Brunch
11/2/16	Board Meeting	
11/27/16	Flyout— South Jersey Regional, Mt. Holly, NJ (KVAY)	Brunch and Air Victory Museum
11/17/16	Monthly Meeting	
12/7/16	Board Meeting	New Slate of Officers
12/10/16	Monthly Meeting – Christmas Party	Cutillos
12/18/16	Flyout— Frederick, MD (KFDK)	
1/4/17	Board Meeting	New Slate of Officers
1/26/17	Monthly Meeting	Copperfield Inn at Lakeside
1/29/17	Flyout— Greenwood Lake, West Milford, NJ (4N1)	Brunch and a visit to a Constellation

* Steak is also available at these meeting

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