

PYFC News

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Quiz

What equipment was used to ground tow the PYFC gliders in 1953?

Answer: A doodlebug tractor (you get bonus points if you know what a doodlebug tractor is).

Next month's question
How many flights did Orville Wright make on December 17th, 1903?

Weekend Manager

Kevin Bragg 2/6
Paul Browne

Alan Brodine 2/13
Brian Brodine

Dennis Bullard 2/20
Vanessa Carlson

Brad Champlin 2/27
Mike Coppola

Jesse Cramer 3/6
Ron Decracker

Pieter DeHond 3/13
Phil Deitsch

Al Eagle 3/20
Scott Falvey

Bob Fitzgerald 3/27
Keith Frum

Remembering Jim Poel

Harlan James Poel, Jim to most everyone, passed away on January 29, 2011 at his home in Florida. Jim was 67 years old. He started his aviation career at age 22 and spent 31 years flying for American Airlines. After retiring Jim became a test pilot and often a special speaker for the Glenn H. Curtiss Museum.

He and his wife Lovada were co-founders of the Seaplane Homecoming. The two of them came to the Penn Yan area long before his retirement looking for a summer home and fell in love with the area. It had all they were looking for including a small airport with an active group of pilots. They joined the Penn Yan Flying Club and kept their two airplanes here during the summer. Jim had a Seabee and Lovada a Twin Comanche. Over the years Lovada changed airplanes a few times but Jim remained loyal to his Seabee. Jim and Lovada purchased the old south Seneca Flight Operations hangar on Bath Road.

Some of our Club members spent a lot of time touring and fishing in Canada by seaplane. Bob Jensen, Harold Middlebrook and Paul Middlebrook would load into Jim's and Bob's seaplanes and just point the nose North. Great times were had by all. Jim always had a joke and was a very positive person. Ask at one of the meetings about the "see the light award" and the "chairman's award". Both were Jim's idea.

Thanks to Paul Middlebrook for this article

At the Clubhouse

Our combined Board of Directors and regular membership meeting will be held on February 17th at 6:30. We will have a presentation from the Corning Credit Union about services available to PYFC members. The mini safety meeting will be conducted by Gordon Young, the topic will be prelanding checklists.

Standard Briefing - Runway safety

The following information was gleaned from the FAA web site, this is the first of a two part series. The best practices were developed by FAA staff to help pilots improve safety by giving guidelines that should be followed to keep skills and focus current and vigilant. Remember: over 80% of pilot- caused runway incursions occur during taxi to the departure runway.

PRE-FLIGHT PLANNING:

1. Review and understand airfield signage and markings.
2. Review the appropriate airport diagrams. Review any Hot Spots identified on the diagram. Print a copy for use in the cockpit.
3. Review airfield NOTAMS and current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
4. Brief any passengers on the importance to minimize discussions, questions, and conversation during taxi (maintain a "sterile cockpit").

TAXI:

1. Have the airport diagram out and available for immediate reference during taxi.
2. Review current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
3. During radio transmissions, use correct terminology and proper voice cadence.
4. Copy the taxi clearance and use the airport diagram to review the taxi route to the assigned runway prior to releasing brakes and beginning taxi.
5. Eliminate distractions while taxiing in the operational area.
6. Focus attention and have your "eyes out" of the cockpit when taxiing.
7. Maintain appropriate taxi speed.
8. Be alert to similar call signs operating on the field.

Landings

I was looking through some historical material that Paul Middlebrook lent me about the flying club, it sure makes for some interesting reading. For example in 1947 PYFC sponsored an air show. Some of the more interesting events included a zero altitude demonstration by Red Skelton of Jamestown flying a Cub across the field first on one main wheel then on the other. Another demonstration by a club member was restarting a Cub engine while in flight, by pulling the prop through (I don't know if the restart was successful or not). Finally, there was a helicopter demonstration and rides.

Looking back even further, in the September 1942 had the club putting together a clam bake, however, there was the limitation of only 150 people would be served. Through the years our club has done a lot of things to support and be an active part of the community. We are always looking for ideas to spark interest in the club and to help out our community. If you have any thought on what we as a club can do we would be grateful to hear them, come to the next meeting and bring your ideas.

Finally, we are beginning the planning activities for the Fourth of July breakfast. Please consider volunteering to be a leader for one of the teams or get involved in the planning. Contact Harvey Greenberg to see what you can do to help. Safe landings.