



Comm One



News of the Reading Aero Club

April 2024

President's Message – Todd Weaver



I believe most people outside of the Reading Aero Club would assume, and rightfully so, that club members are a bunch of adventure seekers. Big boys and girls who play with “Big Boy Toys”. That

statement is one-hundred percent true of me. Lisa will corroborate the fact that I’m always craving adventure. Second to my love of “Big Boy Toys” is my passion for the meticulous care of said toys. See, the toys help me get to the adventure part; they go hand in hand. Many is a Sunday afternoon where I can be found rinsing the mud off a dirt bike or the bugs off the orange car in our garage which Lisa refers to as “my girlfriend”. For me, at least, maintaining the Weaver toybox is almost as enjoyable as actually playing with the toys. Again, hand-in-hand.

I feel the same way about the pride and joy we all share, and which are hangered at our beloved airport. Three of the nicest planes flying the skies around the Reading Delta. Like me, you must feel like the clubhouse and T-hangars are an extension of your own toybox at home. We have three very different and exciting planes we get to fly and care for. It’s every young, and in my case, not so young man’s dream.

When I recall our time together caring for our shared “toys” at past wash and wax days, my memory is of smiling, laughing faces which belong to my friends. So, it seems safe for me to surmise that my fellow club members, my

friends, are a lot like me. You love adventure (flying airplanes definitely qualifies) and you love taking care of your toys. And how much more fun to share this passion than with those who are just like us? My calendar is marked and I’m already looking forward to April 20th when I get to spend a coffee, donut and laughter filled morning playing with our toys. Hope to see you around the toybox!

Todd Weaver
RAC President



Upcoming Events

- **Club Meeting:** 4/11/2024, 7:30 PM
 - **Food @ 7:00 by:** Kevin Pannebakker
- **Plane Wash and Wax:** 4/20/2024
- **2024 RAC Summer Picnic:** 7/13/2024
12:00PM – 10:00PM EDT
- **Signup:**
<https://www.signupgenius.com/go/10C044CA8AE2EA7FA7-48469600-reading>



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Special Announcement - Robert M. Keith, Jr. 91



RACers,

It is with great sadness that the club recognizes the passing of former member and club President, Robert M. Keith, Jr. 91, of Pittsburgh, PA. As such, we re-print his obituary in his memory and honor his legacy, friends, family and life while offering our deepest condolences.

Robert M. Keith, Jr., 91, of Pittsburgh, PA passed away peacefully in his residence on January 19, 2024. Born in [Brockton, Massachusetts](#), he was the son of the late Elizabeth Legro and Robert M. Keith, Sr. He was married to the late Marian Frances (Brackett) Keith for over 60 years. He was a graduate of Thayer Academy in Braintree, MA, and earned a B.S. in Civil Engineering at the Georgia Institute of Technology. He began his professional career as a staff engineer at Mobile Gas Service Company in Mobile, Alabama, and then was hired as a rate consultant with Stone and Webster, Inc. in New York. In 1966, he joined Gilbert Associates as a Senior Engineer and became Vice President before founding Management Resources International in 1984. He served on several boards including Fulton Bank and the Salvation Army, and was a former President of the Reading Aero Club. Bob was an avid pilot and flight instructor. He traveled extensively around the world for work and pleasure with Switzerland and Scotland being his most favorite places. He will be truly missed by his family, friends and all who knew and loved him. He is survived by his two children, Richard C., husband of Gretchen Keith, Wyomissing, and Leigh E. Keith, Pittsburgh, PA. He is also survived by four grandchildren: Bobby J., husband of Courtney Keith; Lauren E., wife of Nathan Thomas; Mark R. Keith, husband of Caitlin Bevvino-Ring; Maura L., wife of Christopher A. Gutierrez; 5 great-grandchildren; Dalton M. Keith, Saja T. Bevvino-Keith, Macy K. Thomas, Fiadh R. Bevvino-Keith, and Remi E. Thomas. And he is survived by his brother John R. Keith, of [Albany, NY](#) A private memorial service with family is planned for later this year. In lieu of flowers, please make donations to the Salvation Army.

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<https://www.legacy.com/us/obituaries/readingeagle/name/robert-keith-obituary?id=54216251>



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General Announcements

Club Breakfast: April 13, 2024

We are excited to announce our “club fly-in breakfast” event scheduled for Saturday **April 13, 2024**. Any club members interested in riding along on this even for a club breakfast (most likely KRVL EAA pancake breakfast) please contact **Tim Earnest**. The club has reserved all three airplanes for this event and hopes to fill as many seats as possible, pending weight and balance restrictions. There are ~3-4 seats still available as of this publication. Obviously, there are some hurdles to overcome such as airplane availability. If interested, please make sure you are truly available for the day in case there are weather delays or unforeseen circumstances before inquiring, i.e. “So if you are supposed to be at something really important like a house closing a 3pm, it’s probably not a good idea to bring that up at 11:45am in the pancake line and the airplanes still need to be fueled.” I will gladly foreword more details to those members who contact me directly.

There are 3 scenarios for our club breakfast dated April 13th 2024:

1. Flights go as planned to one of several possible airports for breakfast.
2. If we are unable to fly the intended cross country route due to weather, we will go to a local airport restaurant for breakfast and hopefully do some local flying later that day. “This is a great opportunity to get your landings video recorded or maybe partake in a ride-along in an airplane you are not checked out in, or take turns around the local flying area together.”
3. If it’s decided a day in advance that the weather is a definite cancellation, we can still do breakfast locally as a club. I will try to coordinate a reservation for us at a local restaurant if this turns out to be the case. We will then send out a club wide email invitation in this situation.

All three scenarios have been a great social event for the club in the past. Unfortunately, our plans can change at any moment but we are guaranteed to have a great time either way!

Spring Wash-n-Wax April 20, 2024

The spring Wash-n-Wax is quickly approaching and scheduled for Saturday **April 20, 2024**. As the president’s message this month mentions, it is not only important to have memorable adventures with our airplanes but just as important to maintain them. And while we have a fantastic maintenance committee continually monitoring the airworthiness of our aircraft, updating the GPS units, scheduling annuals, engine overhauls and oil changes, this is your chance to help keep these amazing birds in tip-top shape. So please plan to attend the wash-n-wax event this month and as an added bonus fulfill some of your annual service hours for the year.



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General Announcements

Summer Picnic: July 13, 2024

The club's annual summer picnic is scheduled for Saturday **July 13, 2024**. Our very own club president, Todd Weaver, will be hosting this fantastic summer party at his residence. This is one of the many great opportunities offered by the club to meet your fellow aviators outside of the clubhouse, talk shop, share stories, enjoy the sunshine and have an all around great time! Sign-up for the event is available online at <https://www.signupgenius.com/go/10C044CA8AE2EA7FA7-48469600-reading>

When signing up, please indicate how many adults will be attending as a \$25 per person, non-refundable contribution will be billed to your club account. The summer party is rain or shine and we ask that you bring your own folding chair. Food, drink, live music, yard games and swimming along with the usual hijinks will be available. We kindly ask that you leave the kids at home with the babysitter.

Reading Aero Club Merchandise

Jay Nassar and John Toomey have been hard at work designing merchandise and “swag” to be made available to the club. This is a great opportunity to show your pride in one of the greatest flying clubs in the country, provide awareness, support your creative club members and just look great while doing it! Jay Nassar plans to provide order forms for all available merchandise and is looking forward to a great turnout and club interest. John is working on club patches, working hard to get the designs just right so we all look good! Stay tuned for more information.



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Maintenance Corner – Kevin Pannebakker



N168F is operating well and has not had any major discrepancies reported. It was noticed that there was a dent on the left wing that is about the size of a golfball.

The dent was evaluated by Steve Kunkle and it was determined that this would have no impact on the aircraft's flight characteristics. He will further evaluate this at a later date when he can get better access.

N2373K is continuing to operate very nicely as well. It has been reported that the brakes are making some noises during taxi to the runway, but are still operational. When the aircraft goes into Steve Kunkle's next time, we will have him evaluate the brakes and repair them if required. As mentioned at the March membership meeting, we have put a deposit down to secure an overhauled engine through Columbia Air Services in Bloomsburg, PA. Once Columbia informs us that the engine is ready, the aircraft will be flown up to their facility and they will perform the engine swap. We still do not have a definitive date on when this will take place, so stay tuned!

N2946B is continuing to operate well with no new discrepancies reported. During my last flight to KWWD, the aircraft performed exceptionally well averaging about 10.8 gallons per hour at 65% power and a noticeably faster speed. We are still on the hunt for an ammeter. Again due to parts constraints and obsolescence, finding one has been a challenge.

We are planning to do maintenance flights on N168F and N2373K in the near future to further evaluate the 2 degree nose up attitude that is indicated on the GI-275. We want to compare the

indications on the two aircraft and take detailed notes so we can provide them to the avionics shop. If it is determined that the GI-275 requires calibration, we will make plans to have that done.

With the on-set of warmer weather coming we will make an announcement at the appropriate time to inform the membership that the aircraft engine heaters no longer need to be plugged in. At this time, there are still some colder days that warrant their usage, but once we have consistently warmer weather, be on the look out for a notification via email, the Flight Circle Dashboard, and the clubhouse digital signage.

One last quick note, if a discrepancy is found, enter it into Flight Circle (for the time being) and also send an email with details and/or any pictures you may have to maint@readingaeroclub.org.

Thank you all and fly safely!!

Kevin Pannebakker
Maintenance Director

Completed Items

68F

- GPS Updates

73K

- GPS Updates

46B

- GPS Updates



Homer says: "It's better to be on the ground wishing you were in the air than in the air wishing you were on the ground."



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Safety Officer – Brian K Stoltzfus

FAR 91.155

Visibility is an important concept for all pilots. If we are VFR, generally, (lets set aside the exceptions of special VFR, class G and above 10K feet) we need at least 3SM visibility. But what kind of “visibility” do we need and how is it defined? To get a handle on this, let’s discuss some of the of visibilities of interest to pilots. Namely, flight and ground visibility.



FAR 91.155 dictates what we need for flight, (flight visibility) and visibility to operate in and out of airports (more on this later). From the pilot controller glossary:

Flight Visibility- The average **forward** horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.

How can you determine this? (Notice it says FORWARD distance. Having 5 miles out both side windows doesn’t count.) I read a few ways online but one way is the following: Assume you have a groundspeed of 105 knots. That is about 120MPH or 2SM/MIN. While flying level in cruise, select a prominent landmark in front of you as far as you can see. Start your stopwatch. If you get to the landmark in 90 seconds or more, you know you have at least 3 miles visibility. You can adjust other ground speeds accordingly. The formula for flight visibility is: groundspeed in knots * (1.15)/60 times minutes it takes to get to the point. Or, if you have Foreflight, (again, while in level cruise) select a prominent landmark in front of you, find that landmark on the sectional chart and use the 2 finger measuring tool. OK, that is what we need for flight and that covers 91.155(a).

Now let’s discuss FAR 91.155(d) which covers the visibility requirements for operations at airports:

“Except as provided in [§ 91.157 of this part](#), no person may take off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport—

*(1) Unless **ground visibility** at that airport is at least 3 statute miles; or*

(2) If ground visibility is not reported at that airport, unless flight visibility during landing or takeoff, or while operating in the traffic pattern is at least 3 statute miles.”

Let’s set aside (2) above and focus on FAR 91.155(d)(1). Again, we go to the pilot controller glossary which defines ground visibility:

Ground Visibility- *Prevailing horizontal visibility near the earth's surface as reported by the United States National Weather Service or an accredited observer.*

So that begs the question of what is prevailing Visibility? Again, back to the Pilot/Controller glossary:

Prevailing Visibility- *The greatest horizontal visibility equaled or exceeded throughout at least half the horizon circle which need not necessarily be continuous.*



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Safety Officer – Brian K Stoltzfus

What constitutes prevailing visibility can get complicated. In order to keep this column to a reasonable length, I decided to dedicate next months' column to prevailing visibility. The simple and incomplete answer for what satisfies "ground visibility" is the visibility which is reported in the METAR or broadcasted in the ATIS, AWOS, or ASOS. But there are a few gotchas and clarifications (such as what is "at least half the horizon circle") regarding prevailing visibility that need to be discussed. Stay tuned next month when I'll try to unpack this issue of prevailing visibility and why I think it is prudent for non-instrument rated pilots to double the FAA VFR visibility minimums.

Brian Stoltzfus

Safety Officer



Administrative VP – Jay Nassar, MD



Turn Your Head and Cough

Greetings fellow aviators. Before diving into more specific health and medical issues, I thought I'd start out by reminding us all about that one particular item on the checklist that we sometimes forget about, ourselves. We have checklists for our planes, we do extensive checks on the weather and our destination airports. But how well indeed do we check ourselves? The IMSAFE checklist was developed to do just that, make sure **WE** are in good condition to operate our marvelous flying machines. So, just to remind us all, what is IMSAFE again? Illness, Medication, Stress, Alcohol, Fatigue, Emotion. They're all pretty obvious. But something to remember, if your own personal checklist has you refraining from alcohol say 8 hours prior to flying, just remember to also take into account the additive effect of medications, lack of sleep, stress, literally anything. Then you may want to just increase that time or just fly another day.

It's spring and aside from RAC planes in the air, pollen is too. While it doesn't effect the performance of our birds, it can effect us. Then what do we do? Perhaps take those OTC antihistamines. Did you realize there are also wait-to-fly times when using those? They're even longer than alcohol, anywhere from 48-60 hours!

So let's all check ourselves out before heading to the field to check out a plane. Live to fly another day my friends! 😊👍



Jay Nassar, MD



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Minutes of the March 2024 (3/14/24) Membership Meeting:

1. Record Attendance: 25 in attendance, start time 1900
2. Presentation by Civil Air Patrol
3. Approve Minutes as written in CommOne: Read by Jay Nassar and approved by all
4. Report Collection of Fines: NONE
5. Report of Executive Board*
6. Financial Secretary Report (written report distributed via email/published on website)
 - a. Trends and Analysis: (see Ron or Paul) Cost to Fly Report shows decreased operating margin, down from \$30/hr to \$10/hr. Decreased reserve for capital improvements. Hourly rate for RACER1&2 increased by Board to \$140/hr beginning April 1, 2024. 46B unchanged at \$170/hr
 - b. Insurance Updates: Paul still waiting to hear from AOPA attorney
7. Bills Requiring Membership Approval:
 - a. \$4,500 transfer to cover overhaul, \$261.79 Municipal Bill, \$69 monthly magazine cost, \$869.51 Capital Improvement Transfer, \$1,856 insurance transfer, \$1,961 transfer for overhaul based on flying hours, \$412 propane bill, Fuel Bill Transfer, Credit Memos for member reimbursements (HDMI adapters from Paul).
 - b. Paul requests to pad Water Authority Account by \$100.
 - c. Reading Aviation 100LL @ \$6.09/gal - \$0.25/gal for RAC members. Reading Authority will adjust fuel prices every Tuesday, Monday good day to fuel up!
 - d. All say "PAY THE BILLS"
8. Communications (Digital Signboard): See Jacques with ideas, questions
9. Maintenance Report (Kevin):
 - a. 68F: Annual went well, baggage door lock with key ordered and will be installed by Steve Kunkle at next oil change. Golf ball sized dent left wing tip to be evaluated by Steve Kunkle (found to be of no issue for now, will monitor)
 - b. 73K: Oil samples good so far and will continue to sample every oil change. Deposit made with Columbia Air Service for new engine.
 - c. 46B: Search continues for an ammeter.
 - d. FAA states that if discrepancies are reported they must be addressed. Club will adhere to this.
 - e. Tim will perform fuel dipstick calibration for 46B (completed 3/15).
10. Report of Committees:
 - a. Building: Ian Lloyd to create a squawk sheet, Inventory sheet and Pending Job List for the clubhouse. He could use help so please reach out to him.
 - b. Audit (Dave Meade): going well.
 - c. Financial Goal (Ron, Paul, Rick): Overhaul for 73K just under \$50K, Need to increase our reserve, Due to a decreasing margin the cost to fly went up
 - d. Insurance Kitty (Dave Meade): Nothing to report
 - e. Operations Committee (Tim Earnest): Call sign for RACER3 should happen in the next month or two, Tim and Jay working on a Member's Handbook and could use help
 - f. Swag (John Toomey and Jay Nassar): John continues to have issues with the new patches, Jay will present an order form for new merch at April meeting.
 - g. Aviation Career Fest 2024 (Paul): Will be every 3rd Saturday only in October.
11. Membership Items:
 - a. 2 Resignations: Chuck Runkel and Mike Mervine. Chuck will help with the Career Fair booth in good standing.





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- b. First Readings of Jonathan Schaeffer and Timothy Guldner completed and to be invited to April Board meeting.
 - c. Second Readings and Votes for Nathan Lis (student pilot), Zach Schmidt (student Pilot) Matt Moerder (associate). ALL VOTE YEA.
 - d. Jonathan Crawford voted to Associate Member with continued CFI privileges.
12. Unfinished Business: NONE
13. New Business:
- a. Members agreed to continue with Jay's CommOne column "Turn Your Head and Cough"
 - b. Kevin to continue working on ways to better report discrepancies in Flight Circle and for ways to decrease duplicate reporting.
 - c. Food for April: Kevin Pannebakker!
14. Adjourn: 2120

Dues: \$75/month
Initiation Fee: \$1500
68F: \$140/hr
73K: \$140/hr
46B: \$170/hr
Sim: \$20/hr

100LL prices at KRDG (4/7/24)
Reading Aviation \$5.74