



# Comm One



## News of the Reading Aero Club

February 2024

### President's Message – Todd Weaver



I'd like to start by thanking you all again for entrusting the rest of the board and me with guiding the club forward for at least the next year. I consider it an honor to be a member of America's oldest, continually operating flying club and value the friendships I've made over the past years.

I'll bet every club member can recall the exact day the flying bug bit them. For me it was March 22<sup>nd</sup>, 1996, while working as project manager of a fence replacement project here at RDG. The then Director of Operations, Terry Sroka, invited me to go flying that afternoon. The very next day I was signed up with Reading Flite Academy and flying with my instructor, Ron Miller.

While my love of flying is what brought me through the door at RAC, it's been the entertaining, camaraderie of the members that's fueled my passion for our group. My goal is to continue to build upon that extraordinary quality by promoting events for club members and their families.

In addition to fostering fun filled events, the board and I will focus on the club's fiscal wellbeing and continuing to strengthen our bond with Reading Airport. This, while maintaining awareness of the winds of change which are blowing hard across the field.

Zack and the airport authority have made it clear for years their long-term goal of relocating all GA to the North ramp. The South T-hangars where we currently house our pride and joy don't exist on the airport's proposed buildout plan. It's my goal to turn what could be lemons into lemonade for RAC. Our

continued support (read volunteering) of airport events around the field will be vital in building relationship capital in the coming years.

These are exciting times to be a member of RAC. With the addition of 46B, the Aviation/Career festival, call-signs and growth at RDG, I feel we're all part of club history being made. I'm excited to see what the future holds for RAC.

Todd Weaver  
RAC President



### Upcoming Events

- **Club Meeting:** 2/7/24, 7:30 PM
- **Food @ 7:00 by:** John Phillips
- **AOA Badge Training:** After Meeting
- **TOPGUN Speaker:** 2/24/2024 1:00-2:30PM
  - Presentation by Tom Kopel
- **Civial Air Patrol:** 3/14/2024



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## Maintenance Corner – Kevin Pannebakker



**I** would like to thank all the member's for electing me as the new club maintenance director. I know I have some big shoes to fill following Steve Palumbo's exit, but I will do my best to ensure that our aircraft are kept

operationally safe and maintained to the highest standards. Steve, thank you for your service to the club!

For those of you who do not know me, my name is Kevin Pannebakker and I reside in Fivepointville, PA. I have had a private pilot certificate since 2010 and have accumulated about 260 hours of total time. I am an Airframe and Powerplant mechanic with an Inspection Authorization and work as a senior maintenance manager for Jet Aviation in Teterboro, NJ. I have been working in aviation maintenance professionally over the course of the last 12 years.

I would also like to introduce Drew Drebitko, who will be my assistant maintenance director. I look forward to working with Drew and thank him for his willingness to help.

Now down to business! N168F recently had an oil change completed at Steve Kunkle's. During that time, we had a couple squawks addressed. One of them being oil was found along the dipstick tube, which gave some members concerns about a possible leak. It was determined that the oil was from servicing it and not being careful with pouring oil into the dipstick tube. Please be mindful when servicing the oil and clean up what you can if you make a mess (it happens). We are also discussing other options to help with this. The aircraft will be going in for annual immediately after N2373K's is completed, likely around mid-February.

N2373K was recently down for a left brake failure. Steve Kunkle evaluated and determined the cause to be low fluid level. Both brakes work as they should, but we will evaluate the reason why they were low further at the annual. The aircraft is currently in for

its annual inspection. We do not anticipate any big findings and are planning to have some of the squawks addressed while it is in.

N2946B is continuing to operate well for the club and checkouts are continuing. We recently had the starter replaced and the primer lines cleaned, which was contributing to the hard starting problem. We also opted to change the battery as it was past its theoretical life. The hard starting problem has been resolved. The pilot side PTT has also been replaced since the last month's Comm One.

Thank you all and fly safely!!

Kevin Pannebakker  
Maintenance Director

### Completed Items

#### 68F

- GPS updates
- Oil change

#### 73K

- Left brake repaired
- GPS update
- Annual inspection in progress

#### 46B

- GPS updates
- Starter replacement
- Pilot PTT replacement
- Battery change



Homer says: "Every takeoff is optional. Every landing is mandatory!"



# Comm One



**Safety Officer – Brian K Stoltzfus**

## **Take your time, Don't hurry, Slow is fast, Use checklists.**

**D**ennis has finished his latest turn as Safety officer-A job well done. I'm Brian Stoltzfus your newly elected Safety Officer. For those that don't know me, I've been a member of the RAC since 1992. I've been the safety officer at various times between 2014-2020. I have a degree in Mechanical Engineering. I've worked for a couple of 121 and 135 organizations and just finished 5 years of 135 charter flying.



One of the best pieces of safety advice I've been given is "don't ever let ANYONE rush you"- Including ATC. Slow is fast." For example, if you pull up to the runway hold short line and tower says "cleared for takeoff runway XX" but you haven't finished a checklist item(s) tell them "unable" or "need a minute". Using checklists and not letting anyone rush you will go a long way toward safe flights.

Ok, it's confession time. As I think about the flying mistakes I've made, it was mostly because of pressure I put on myself or pressure I felt others were putting on me to hurry. In a C208 and SR22, I was rolling down the runway for takeoff and I realized the flaps were not set.(both require 1st notch of flaps for takeoff). I once took off from a non-towered airport with a 900' ceiling without an IFR release. As soon as I became airborne, I remembered I forgot to pickup my release. I came back around and landed and picked it up. Perfect example of "slow is fast". All this was due to rushing or being in a hurry.

Recently, I taxied the 172 back from the North ramp. The taxiways were very slippery with snow. Steve Kunkle said he would come over and help me push the plane back in and take me back to my car. After sliding around in the cold and snow, we finally got the airplane back in the hangar. Steve went back to his Jeep just outside the main door. I went back and secured the hangar door, plugged in the airplane heat, locked the cabin door, and turned off the light and locked the main door. The cold must have gotten to me because I somehow forgot to chock and gust lock the airplane. Luckily no harm no foul.

Over the years, our club has had its share of preventable mishaps. Examples: Unchoked airplane drifting into the fence; tow bar on when starting and ruining the prop and engine; wing tip scraping the hangar while taxiing in; takeoff with pilot cover on; airplane pushed back into the back of the hangar wall damaging the Aileron. There are probably a lot more that I'm forgetting or don't know about. As I said, I'm included in this list of making preventable mistakes. What's important is what can we do about it moving forward. Take your time, don't hurry, Slow is fast, Use checklists.

Regarding preflight, I learned a new strategy last year during my SF50 Initial operating experience (IOE). My mentor pilot suggested I do 3 walk arounds during my preflight:

- 1) take all the covers off.
- 2) check the lights.
- 3) do your normal preflight check.

Before getting in the cockpit before start, take 15 seconds or so to scan the area and make sure there are no chocks, tie downs, covers or tow bars touching the airplane.

Regarding post flight, there is now a post flight checklist on every main door. Please follow it to prevent any damage to our aircraft, persons or hangar.

I look forward to serving you as your safety officer and welcome any comments you bring to me. Fly Safe.

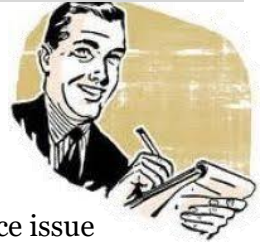
Safety Officer  
Brian K. Stoltzfus



# Comm One



## Minutes of the January 2024 (1/11/24) Membership Meeting:



1. Record Attendance: 23 signed the book.
2. Approve Minutes as written in Comm One: All were in favor...
3. Report of Collection of Fines: one fine: no fines but there was some scolding about engine heaters...
4. Report of Executive Board: Done
5. Financial Secretary Report: sick. Paul is working on Professional Liability insurance issue regarding our self-maintenance.
6. Bills Requiring Membership Approval
  - a. Hangar rent, Flight Circle, fuel, transfers, credit memos...all say pay 'em!
7. Communications: Board resignations from Ron Heim and Scott Mistysyn
8. Maintenance Report: 73K AP, AI has 2.5° tilt, annual starts Jan 30. 68F annual in Feb. 46B PTT has been fixed but the DG has precession issues.
9. Report of Committees:
  - a. Capital Improvements... need a leader
  - b. Building....Mike Mervine: nothing
  - c. Audit.....Dave Meade: starting in Feb.
  - d. Financial Goals: Ron/Paul: sick
  - e. Insurance Kitty.....Dave Meade: good
  - f. Operations: Tim Earnest: read the digital signage, AOA badge training next month, CAP talking to us in March
  - g. RAC swag.....John Toomey. Patches done next week.
  - h. Aviation Career Festival 2023 (10/21/23): Paul Jones: sick
10. Membership Items:
  - a. First reads: Nathan Lis: no interview until after review of wait list.
  - b. Second reads and votes: none
  - c. Other membership actions... Motion for Jonathan Nergart from PM to AM, approved.
11. Unfinished Business:
 

New airplane To-Do list: inspect brakes every 6 months (wheel pants in the way). Thomas Kopel speaking event will be at the terminal building sometime...
12. New Business: nothing?
13. Good and Welfare:
  - a. Food tonight by Slim, Keith, and Jay. Good stuff.
  - b. Food for February: John Phillips
  - c. AOA badge training at next meeting: Bring your badges!
  - d. David Brown 3D printed some headset control holders for 68F.
  - e. Steve Schory will continue as WWII RAC point man.
14. Adjourn: 20:53

**Dues: \$60**  
**Initiation Fee: \$1500**  
**68F: \$120/hr**  
**73K: \$120/hr**  
**46B: \$170/hr**  
**Sim: \$20/hr**

**100LL prices at KRDG (2/2/24)**  
 Reading Aviation \$6.90 (Down \$0.30)!!



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## Minutes of the January 2024 (1/11/24) Membership Meeting:

Reading Aero Club 2024 Executive Board (all positions were uncontested and unanimously approved)

Administrative VP	Jay Nassar
Operation VP	Tim Earnest
Recording Secretary	Jacques Hoffler
Treasurer	Rick Hartman
Financial Secretary	Ron Heim
Assistant Financial Sec.	Paul Jones
Safety Officer	Brian Stoltzfus
Assistant Maintenance Officer	Andrew Drebitko
Maintenance Officer	Kevin Pannebakker
President	Todd Weaver