



# Comm One



*News of the Reading Aero Club*

*March 2024*

## President's Message – Todd Weaver



If you're anything like me, you find yourself reflecting from time to time on how your life has changed since joining the Reading Aero Club. Perhaps some long-serving members may not

recall a time when they weren't part of RAC. If you're one such fortunate member, I'd like to say, "Thank you"! You may not be aware of it, but you likely played a role in enticing myself and others to join.

Just think of the diverse group we get to spend time with here at RAC. There are CFIs, CFIs, MEIs, corporate pilots, charter pilots, professors, engineers, active and retired military pilots, military support persons, doctors, police officers, entrepreneurs... the list goes on and on. Each and every one of our members has something valuable to share with the group. The more time spent participating in club functions no doubt provides that much more opportunity to learn from the friends we make along the way. This is evident to me in how much I've personally grown as a pilot since joining.

The best part of tapping into the wealth of knowledge that fellow club members have to offer is the fun we get to have while doing it! I mean this group truly is, tears in my eyes, "stop you're gonna make me pee" funny! I'm not sure what I enjoy more, the learning or the laughter. (OK maybe the food at club meetings is on the list). This is why I encourage you to spend as

much time as possible flying one of our three fantastic planes, attending meetings and helping out at club events. Because if you are anything like me, you'll feel the same sense of belonging to this extended family, not just a club.

Hope to see you around "the house".

Todd Weaver  
RAC President



## Upcoming Events

- **Club Meeting:** 3/14/2024, 7:30 PM
- **Food @ 7:00 by:** Dr. Cano
- **Civil Air Patrol Presentation**
- **Plane Wash and Wax:** 4/20/2024



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## Special Recognition – Homer B. Shonour Award



This time of year we have the privilege of recognizing an outstanding club member whose service to the club has gone above and beyond expectations. Any club member can be nominated who stands out as having volunteered an abundance of their time and resources while making a significant impact on the club's operations and its members. Last year, our very own Paul Jones stood out and was unanimously awarded this prestigious honor by the members. This year we have the great honor of congratulating Tim Earnest as the 2024 recipient of the Homer B. Shonour Award. Like so many Homer award recipients before him, Tim has been a constant presence at the club and spearheading initiatives, events and workdays. He almost singlehandedly brought about call signs for our planes and is working on RACER 3 for the latest addition to our fleet. He cleaned out the back room which was no small task. He built a nice enclosure for our Redbird. He's constantly finding safety and operational topics and speakers for the benefit of our members. He tirelessly orchestrates and works WWII weekend as well as nearly every other club and airport event that comes up. He, along with Paul Jones' technical expertise, was instrumental in adding our digital message board. Even as I type this article, I see an alert in my inbox that Tim is strategizing and scheming some new initiative. The list goes on and on... **Tim, on behalf of all past, present and future members of the Reading Aero Club, we wholeheartedly thank you for all that you do to make this a better club.**





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## Maintenance Corner – Kevin Pannebakker



N168F just completed its Annual at Steve Kunkle's. The airplane was very clean with very few findings. After the Annual, we received a replacement baggage door lock to replace the one

currently on the aircraft due to it not working. We will have this replaced at the next oil change. The fuel cap gaskets were also replaced due to recent instances of water entering the fuel tanks (please see the Safety Officer's article). One discrepancy that could not be verified during the Annual was the nose wheel shimmy. The shimmy damper was inspected and found to be normal and the hardware for the nose wheel steering did not show any obvious wear. We will continue to monitor this. If you experience a nose wheel shimmy during landing, please report it to maintenance by emailing [maint@readingaeroclub.org](mailto:maint@readingaeroclub.org) so we can get it addressed.

N2373K also recently came out of Annual with very little findings as well. The left brake was rebuilt and is operating normally. We are also planning for the engine overhaul. While the engine is still in very good shape by the compression checks during the Annual Inspection as well as good oil analysis results, it is best to start thinking about an engine overhaul. We are working to secure an overhauled engine for the aircraft from Columbia Aircraft Services in Bloomsburg. The lead time to secure an exchange engine is looking like a month or two at the earliest. While we wait for an engine to be secured, we will be doing oil analysis at every oil change and compression checks every other oil change to ensure the

engine is in airworthy condition and safe for operation while we wait. Stay tuned for more!

N2946B is continuing to operate well for the club and checkouts are continuing. We are looking into the replacement ammeter since the one currently installed is inoperative. When we secure one, we will have Steve Kunkle replace the gauge, which is a part of an assembly, and at the same time have him look to remove the wiring and mounting bracket on the pilot side yoke removed. We will hopefully have more information available soon.

Thank you all and fly safely!!

Kevin Pannebakker  
Maintenance Director

### Completed Items

#### 68F

- GPS Updates
- Annual Inspection Completed

#### 73K

- GPS Updates
- Oil Change
- Annual inspection Completed

#### 46B

- GPS Updates

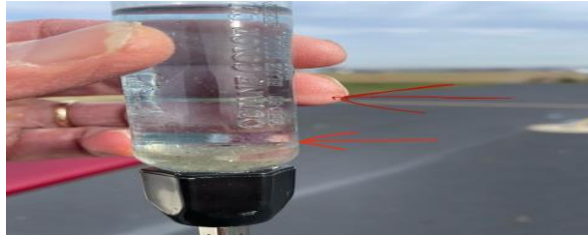


Homer says: "The engine is the heart of the airplane, but the pilot is the soul."



**Safety Officer – Brian K Stoltzfus**

## Preflight/Sumping the Tanks



Sample taken from N168F showing containments and water.



Due to a tragic accident at Coatesville on February 1, I set aside the article I was going to submit for this month. Some of what I talked about last month (Take your time, Don't hurry, Slow is fast, Use checklists.) could have been applied to this situation.

In case you haven't heard, the pilot took off from Coatesville airport (MQS) in a Grumman Cougar. The airplane only went a short distance (1 or 2 miles) before it went down. The pilot did not survive. The pilot was Sam Ganow, the Octorara School board president. (I graduated from Octorara High School so this hits close to home.)

Although final cause is not known yet, it appears this tragedy could have been prevented. According to the Aviation Safety Network (1):

“Samples taken from the sump tank, engine-driven fuel pump, and the carburetor bowl on the airplane's right side all contained water and debris. The rubber gasket on the right-wing fuel cap was not installed.” and “According to witnesses and surveillance video the pilot did not obtain fuel samples from the airplane's fuel tanks prior to takeoff.”

The report also mentioned that the he was “in a hurry”. I believe that he possibly put unnecessary pressure upon himself by booking a commercial flight home that night from TYS. Here we have the Swiss Cheese effect of stacking the odds against himself.

1. In a hurry, pressure to leave to catch an airline flight home.
2. Aircraft just out of major maintenance, first flight after not flying for years and minimal work done to get it in the air by “Rebuild Rescue” (2)
3. No sumping of fuel
4. Missing fuel cap gasket

We can learn from this. Always check the condition of the gas cap gaskets and sump the wing tanks and gascolator/strainer on the side of the nose on the Piper. Check the cap gaskets and sump the wing tanks, reservoir tank, selector drain and fuel strainer on the nose belly of the Cessna. Remember that the Cessna has 13 sump spots and the Pipers have 3. If you don't know where all of them are, ask your instructor to point them out.

Fly Safe, Safety Officer Brian K. Stoltzfus

(1) <https://aviation-safety.net/wikibase/351359>

(2) Analysis of Crash: [https://www.youtube.com/watch?v=vTBcf2CAe\\_k&t=351s](https://www.youtube.com/watch?v=vTBcf2CAe_k&t=351s)



**Administrative VP – Jay Nassar, MD**



## Turn Your Head and Cough

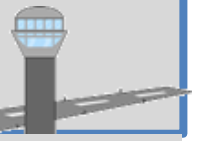
Greetings my fellow human members of our most excellent Flying Club! I am your Administrative VP, fellow pilot member and practicing Anesthesiologist for the past 35 years. I requested to add a short column focusing on the ‘HUMAN’ factor in flying. While Kevin and Drew are taking care of our three amazing machines and our Safety Officer Brian and Operations VP Tim advising us how to keep our flying skills sharp, I thought someone had to focus on perhaps the most important factor when we decide to fly, US! My plan is to include a short blurb on some medical factor that could have an effect on us and how we function in the sky. I have also applied to be an FAA medical examiner for our area. When I look at the reasons for aviation mishaps and disasters, quite often there is a human factor involved. Many of the things we do here on the ground we take for granted without realizing how much it could affect us in the air. My hope is to provide some useful medical information and emphasize the “I’M SAFE” checklist. I hope you like it.



Jay Nassar, MD



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## Minutes of the February 2024 (2/8/24) Membership Meeting:



1. Record Attendance: 25 in attendance, start time 7:00PM
2. Approve Minutes as written in Comm One: Read and approved
3. Report of Collection of Fines: \$2,763 in service obligations. No Fines.
4. Report of Executive Board: Given by Jacques H
5. Financial Secretary Report: (written report distributed via e-mail/published on website)
  - a. Trends and analysis: No questions/comments from the members.
  - b. Insurance updates – Professional liability exclusion – Contact AOPA.
    - i. Will continue to investigate our liability, but our thinking is our aircraft coverage package allows us to do approved FAA MX ourselves.
  - c. Bills Requiring Membership Approval:
    - i. PA Use Tax for Dakota, \$11,292,12, Capital Improvements transfer, Insurance Fund transfer, Engine Overhaul Transfer, 2373K annual inspection bill, 100LL fuel Bill, Credit memos for club members, Club Credit Card and ACH charges:
    - ii. All say pay the bills
6. Communications (Digital Signboard)
  - a. Transfer signage/YODECK task to Jacques H
7. Maintenance Report Kevin/Drew
  - a. 46B air compressor bought, airplane is up and flying, will look to clean up wires around the yoke
  - b. 2373K Annual is complete - New brake caliper, patch on left side flap, need engine overhaul soon, it's past TBO. Will look into fixing some interior trim pieces.
  - c. 168F going in for Annual Sunday 2/11/24, A/C is currently down due to low nose gear strut! Expect Annual to be complete Sunday 2/25/24
8. Report of Committees
  - a. Capital Improvements.....To be deactivated until needed
  - b. Building.....Mike Mervine has resigned. Looking for a new clubhouse facility manager.
    1. Ian Lloyd will be the club house facility manager, 12 service hours/year
  - c. Audit.....Dave Meade
    1. Just starting this task and it is ongoing
  - d. Financial Goal .....Ron, Paul, Rick
    1. Monthly Dues INCREASED via vote: \$75/month: Associate member dues UNCHANGED
    2. Will need to look at hourly flying rate in future. UNCHANGED at this time
  - e. Insurance Kitty .....Dave Meade
    1. No Change
  - f. Operations Committee .....Time/?
    1. Dakota training sessions/profiles
    2. CAP visit at March Member Meeting: Plan to Attend!
    3. 2/24/24 Tom Koppel presentation 1PM:SIGN UP online:
    4. AOA Badge training TONIGHT 2/8/24 after meeting ends.
  - g. RAC swag/t-shirt/patch committee.....John Toomey



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- 1. Patch prototype was YELLOW, should be RED. Should be available soon for ~\$5-\$6
- h. Aviation Career Festival 2024.....Paul Jones: No updates
- 9. Membership Items:
  - a. First Readings..... Nathan Lis and Zach Schmidt....Completed
  - b. Matt Moeder attended and is interested in Associated Membership. He will decide if he wishes to formally apply via our website.
  - c. Second Readings & Votes..... Peter Knight (Associate Member – (Favorable Vote Required))
    - 1. Peter Knight officially voted in as Associate member!!!
  - d. Other membership actions.....Resignation of Gholam Ahmadi (Vote required) Return of John Phillips to Pilot member (Vote required)
    - 1. Gholam Ahmadi resignation was approved via vote, John Phillips voted to Pilot Member!!!
- 10. Unfinished Business
  - a. New airplane to-do list .... Slim is on this
  - b. Thomas Kopel Event (Afternoon of 2/24 – Well done Rick Lauter, Paul Jones, Tim Earnest, and Keith Krott!)
- 11. New Business
  - a. Tim Ernest involved in so many activities! THANK YOU Tim, buy him a beer!
  - b. Financial Secretary report on fixed and variable costs and corrective actions
  - c. Trash disposal – PSP?
  - d. Perpetual Past Presidents plaque being updated. ... Task Complete, plaque looks great!
  - e. We need a wash-n-wax coordinator (advertise, coffee/donuts, wax and cleaners, towels and rags, coordinate with Steve Kunkle, clean towels after use, we're buying a club shop-vac)
    - 1. Dean B. will be the wash-n-wax coordinator! 12 service hours a year
- 12. WWII Days coordinator – Steve Schory will continue in this role as RAC POC
- 13. Good and Welfare:
  - a. Food tonight brought – John Phillips... Yum Yum
  - b. Food for next month – Dr. Bill Cano, thank you!
  - c. Tonight's presentation – AOA badge training
  - d. Next Month's Presentation: Civil Air Patrol
- 14. Adjourn: 8:47PM

**Dues: \$75/month**  
**Initiation Fee: \$1500**  
**68F: \$120/hr**  
**73K: \$120/hr**  
**46B: \$170/hr**  
**Sim: \$20/hr**

**100LL prices at KRDG (3/2/24)**  
 Reading Aviation \$5.74