



# Comm One



## News of the Reading Aero Club

May 2024

### President's Message – Todd Weaver



What a great sensation it was to open Hangar 7, preflight 46B and not need to wear a coat, hat and gloves last Friday. (*I told the boss I wasn't feeling well!*) Mere minutes later, my son and I

were seated outside at Sky Manor, hundred-dollar hamburgers in hand, watching other pilots enjoy the same sunny afternoon. We seem to have gone from spring to an early summer overnight. I won't complain!

With our spring wash-and-wax behind us, our collective attention now turns to, what for club members, is considered our Super Bowl, our Black Friday.... **WWII Weekend!** Are we lucky or what? Not many other flying clubs have such an event held right here on our field. I struggle to decide what I look forward to most, the three fun days of aviation overload or the cold (literally) hard cash the club earns selling water and sunscreen. (I'm still loving the sunscreen idea, Thanks Tim!)

The WWII Weekend signup email will be out soon. More hands in coolers and boots on the ground will mean more dollars to help us pay for an annual or, if we're blessed with hot weather, put away some money for panel upgrades! Speaking of upgrades, the board and fellow club volunteers have been working hard to prepare for the aforementioned club events as well as lasting improvements to make our club the best of its kind and something we can all be

proud of. One such endeavor is to freshen up the club's website. To that end, we're looking for a club member with some website building talent to share. This person would assist Matt Keperling who has already begun the planning process. There will be more to share on this project, and we'll need all your help to chronicle your flights and club events with photos and videos which we hope will be part of the new website.

Well, the sun is shining, the air is warm, and my mind isn't able to focus on much besides flying. Which means I've got to go now and tell the boss that I'm not feeling well so I can actually head to the clubhouse and grab the keys to one of our slippery, clean planes!

See you around the clubhouse!

Todd Weaver  
RAC President



### Upcoming Events

- **Club Meeting:** 5/9/2024, 7:30 PM
- **Food @ 7:00 by:** Jim Donnelly
- **WWII Weekend:** 6/7/2024 – 6/9/2024
- **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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## General Announcements

### **Spring Wash-n-Wax April 20, 2024**

The spring Wash-n-Wax was a success and we thank all members who participated. All three airplanes were thoroughly cleaned in addition to the clubhouse. As a reminder, please remember to record your service hours for this event if you haven't done so already. Also, please remember to clean off the bugs and windshields after each flight not only to keep the planes clean but also for safety. Thank you.

### **WWII Weekend June 7-9, 2004**

WWII weekend is quickly approaching and the club will need many volunteers to make this another successful event. Typical tasks range from airplane parking, setup/teardown, water sales and general help. This is a great opportunity to meet extraordinary people, engage in a fantastic event at your local airport, learn about an historic time period and help out your flying club. Please stay tuned for more information available at club meetings, and via emails. We encourage all members to partake in WWII weekend in any capacity and experience this fantastic annual event at your local airport.

### **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 worked extremely hard to provide fashionable merchandise to club members. Club patches have been selling well and Jay Nassar's SWAG has been flying off the shelves. Jay was able to successfully sell over \$1,600 worth of SWAG! Jay would like to extend a personal thank you everybody who made this a success! The merchandise should be available before the end of May. Please continue to contact Jay and John if you have additional questions.



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## General Announcements

### Proposed Rules Change

#### **#1 - Current Rule:**

##### II. COMPETENCY AND CURRENCY

A. Pilot members are required to pass an initial checkout with a Club-approved Certificated Flight Instructor for each kind of operation (i.e., Day VFR, night VFR, IFR, or right seat) for each Club-owned aircraft which the pilot member wishes to operate. Prior to receiving the initial Club approval, candidate Club Certificated Flight Instructors are required to pass appropriate check ride(s), as deemed necessary by the Club Safety Officer.

#### **#1 - Proposed Rule:**

##### II. COMPETENCY AND CURRENCY

A. The following aircraft checkout requirements shall apply:

- a. Existing Pilot Members are required to have passed an initial checkout with a Club-approved Certificated Flight Instructor for Day VFR and/or right seat operations, for each Club-owned aircraft which the Pilot Member wishes to operate.
- b. Existing Pilot Members are required to pass a new checkout with a Club-approved Certificated Flight Instructor for IFR operations, for each Club-owned aircraft which the Pilot Member wishes to operate.
- c. New Pilot Members are required to pass an initial checkout with a Club-approved Certificated Flight Instructor for Day VFR, IFR, and right seat for each Club-owned aircraft which the new Pilot Member wishes to operate.
- d. All Pilot Members are required to have passed an initial checkout with a Club-approved Certificated Flight Instructor for Night VFR, in a Club-owned aircraft.
- e. Candidate Club Certificated Flight Instructors are required to pass appropriate checkout(s), as deemed necessary by the Club Safety Officer.

#### **#2 – Current Rule:**

##### II. COMPETENCY AND CURRENCY

E. Pilot members, with the exception of Club-approved CFIs with a full Pilot Membership, who operate Club aircraft must meet the following currency criteria:

i. Pilot Members: A flight in a non-high-performance Club aircraft within the preceding 60-day period for currency in a non-high-performance Club aircraft. Or, a flight in a high-performance Club aircraft within the preceding 60-day period for currency in a high-performance or non-high-performance Club aircraft. Club approved CFIs have the discretion to waive this requirement on the basis of recent flying experience.

ii. Pilot members flying Club aircraft must complete a check ride with a club-approved CFI, on an annual basis. The anniversary date for each check flight will be on the last day of the twelfth month following the previous annual check flight.

iii Associate Members functioning in the role of approved Certificated Flight Instructor: A flight as PIC in a Club aircraft within the preceding 120-day period. Said flights will have certain scheduling restrictions applied (see the Aircraft Reservations section).



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## General Announcements

### #2 – Proposed Rule:

#### II. COMPETENCY AND CURRENCY

E. Pilot Members, with the exception of Club-approved Certificated Flight Instructors with a full Pilot Membership, who operate Club aircraft must meet the following currency criteria:

i. Pilot Members: A flight in a Club aircraft within the preceding 60-day period. Club-approved Certificated Flight Instructors have the discretion to waive this requirement on the basis of recent flying experience and such waiver must consist of a signed endorsement in the member's logbook.

ii. Pilot Members flying Club aircraft must complete a check flight with a Club-approved Certificated Flight Instructor, on an annual basis. The anniversary date for each check flight will be on the last day of the twelfth month following the previous annual check flight.

iii Associate Members functioning in the role of approved Certificated Flight Instructor: A flight as PIC in a Club aircraft shall be completed within the preceding 120-day period. Said flights will have certain scheduling restrictions applied (see the Aircraft Reservations section).



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## Maintenance Corner – Kevin Pannebakker



Warmer weather finally seems to be upon us! This means that the engines no longer need to be plugged in until later this fall! Please discontinue the use of engine heaters until directed later this year.

With warmer weather also comes the added importance of ensuring that aircraft cowl plugs and pitot static covers be installed after each flight. Birds tend to enjoy the nice shade of an engine cowling and mud daubers enjoy the confined quarters of a pitot/static probe. Mud daubers building nests in pitot and static ports have been linked to several aircraft accidents in the past. As part of your pre-flight, make sure the probes are clear. On a post-flight ensure the covers are on since these wasps can easily enter our hangars and get into these crucial areas.

N168F has been operating well recently. Some corrosion was spotted on the right aileron. We will monitor this and have it treated in the near future. A discrepancy was written up that the Glideslope is intermittent while using an ILS on the Avidyne, but good during an RNAV approach. We will look into this further.

N2373K was recently down due to an oil pressure problem. It was determined that the issue was a faulty oil pressure transducer. The unit was replaced and all operational checks were normal. We are in the process of performing research in regards to why the GI-275 is showing a few degrees nose up. After performing some preliminary research in the aircraft records, the unit is calibrated to be at a 7 degree nose up attitude in the takeoff/go around attitude. N168F's records were looked at and this attitude is also calibrated to a 7 degree nose up attitude as well in the takeoff/go around attitude. We are still looking into this. Engine replacement is now scheduled to take place after June 11<sup>th</sup>. We are also exploring the pitch excursion that was just experienced and looking into the possibility of a software/firmware update that may be needed in the autopilot system to correct this. We are continuing to investigate. Please familiarize yourself with the location of the autopilot and electric trim circuit

breakers so this can be stopped if it is encountered again.

N2946B is continuing to operate well for the club. It was reported that the glide slope is sticking when shooting an ILS approach. We will look into the possibility of having the indicator replaced or overhauled at some point in the future. The airplane is coming due for an oil change and we will plan to have the airplane down to remove the wiring on the pilot side yoke. There have also have been instances reported of the pilot side push to talk button intermittently working. If you experience this, please note if there is a "TX" indication on the 530W next to the frequency. Also, please try and transmit using Com 2 and advise of your findings. This will help us better isolate the problem where to troubleshoot and repair. The ammeter is still proving to be a challenge and will constitute an amount of down time to properly address. Gauges are hard to come by and many variables are in play as to whether it is repairable or not. Stay tuned!

As a reminder, if discrepancies are found on any aircraft, please email [maint@readingaeroclub.org](mailto:maint@readingaeroclub.org)

Thank you all and fly safely!!

Kevin Pannebakker  
Maintenance Director

### Completed Items

#### 68F

- GPS Updates

#### 73K

- GPS Updates
- Oil Pressure transducer replacement

#### 46B

- GPS Updates



Homer says: "Stay current, fly safe, follow your checklist and have fun."



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**Safety Officer – Brian K Stoltzfus**

## FAR 91.155 Part Deux

As you might remember from last time, we discussed FAR 91.155, which is the VFR visibility requirements for various airspace and aircraft (for example, Helicopters have different VFR visibility requirements than airplanes)

My main purpose for this article is to dig a little deeper into the issue of Prevailing visibility. My eyes were opened to this topic a few months ago from a webinar I attended regarding visibility. The speaker was Fred Remer, Professor of atmospheric science at UND. He is a flight scientist and research pilot. (2)



OK, in my last article, I said that except for the special cases (class G, special VFR etc) we need at least 3 miles of “prevailing” visibility to operate at any airport VFR. How do we find this? One way is in the METAR. The METAR data is often take from the ASOS or AWOS. The AWOS can provide different levels of weather parameters depending on the level (AWOS I, AWOS II etc) and the ASOS is mostly equivalent to the highest level of AWOS. (1) But the data can also come from a human observer. How can we tell if a given METAR has human input on the observation? This is where one needs to look at the RAW METAR and not use the decoded version that ForeFlight or others show. Here is the latest METAR for KRDG:

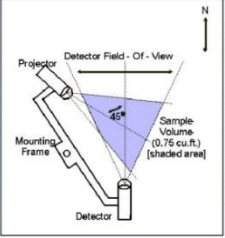
KRDG 021654Z 24013G19KT 10SM CLR 29/11 A2992 RMK AO2 SLP134 T02890111

Here is the latest METAR for PTW:

KPTW 021654Z **AUTO** 25008G15KT 10SM CLR 28/13 A2995 RMK AO2 SLP136 T02780128

Notice that KPTW has “AUTO” in the METAR. That means no human input was involved in generating the report. Why should we care if the report has any human input or not? The ASOS or AWOS reports visibility based on a sensor. A schematic is shown below.


### Prevailing Visibility



- Sample Volume .75 cu. ft.
- Importance of Siting Sensor
- Near Runway Threshold
- Representative of 2-3 miles surrounding sensor

### Prevailing Visibility

- **Limitation**
  - Small Sampling Area
    - May not see localized reduced visibility
    - ASOS sighting



**KARB 190943Z AUTO 0000KT 1/4SM FG VV002**  
02/01 A2999 RMK AO2 T00170011 \$

That is fine if the conditions are normal but what if we have conditions shown in the next picture? In that case, it’s obvious that having a human observer would be desired to give a more complete assessment of the current weather. So, you might see a METAR like this if the visibility given by the ASOS is different from what the human observers sees:



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Safety Officer – Brian K Stoltzfus

KGFK 011248Z 0000KT **1/2SM** R35L/1600v3500FT FG VV001 07/07 A2999 RMK AO2 **TWR VIS 1.**

This brings up an important point, the definition of Prevailing visibility is different depending on whether or not the report comes from an AWOS/ASOS or a human. If the former “The visibility that is considered representative at the station.” it is a 10 minute average, Harmonic mean. If the latter “The greatest distance that can be seen through at least half of the horizon circle not necessarily continuous”. Let me illustrate this later definition by an example. Let’s assume RDG is at the center of this circle. The numbers represent what the person in the tower can see in each 90° sector. What is the Prevailing visibility?

**Prevailing Visibility**

What is the prevailing visibility?

- a. 1 sm
- b. 2 sm
- c. 3 sm
- d. 4 sm

	N	
W	1	4
	S	
		E
		3

Answer is 3SM. If you don’t understand, go back to the definition and note that we have at least 3 miles visibility in 1/2 of the circle. This is important to understand because if you come in VFR from the Northwest and hear on the ATIS a 3 mile visibility, you are going to be surprised that you only have 1 mile. To overcome this obvious problem, one might see this on the METAR in this type of condition:

KSFO 292359Z 27014KT **3SM** BR FEW005 OVC008 18/16 A2983 RMK AO2 **VIS NW 1** T01830161

Again, you are going to miss the **VIS NW1** if you only read the decoded info that Foreflight gives you. My final point is that what the ASOS/AWOS reports does not take into account what is called “backscatter”. without getting into detail, that is the light which is reflected off of aerosol particles such as smoke, water, etc which can effectively decrease the ASOS/AWOS reported visibility in 1/2. That is one reason I recommend to all VFR only pilots to at least double the FAA visibility requirements as your personal minimums.

As an assignment, I encourage you to determine the following for your next flights:

- 1) If your departure and destination airport METARS are ASOS, AWOS, human reported or combination?
- 2) If ASOS/AWOS only could there be any local meteorological phenomena that could cause the reported conditions to vary from the actual? (think of the ground fog picture)



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## Safety Officer – Brian K Stoltzfus

- 3) If METAR is human reported, could there be a sector that varies significantly from the other 1/2 of the circle
- 4) Learn to read the RAW METAR including the RMKS. Fly Safe, Brian Stoltzfus

Brain Stoltzfus

Safety Officer

- (1) <https://pilotinstitute.com/atis-vs-awos-vs-asos/>  
webinar powerpoint by Fred Remer [https://www.dropbox.com/scl/fi/2bvryx58cjtg3a4xjiop7/Low-visibility-webinar-fred Remer.pdf?rlkey=hjb4ac7x6bo2dcbe5rt45ukfr&dl=0](https://www.dropbox.com/scl/fi/2bvryx58cjtg3a4xjiop7/Low-visibility-webinar-fred%20Remer.pdf?rlkey=hjb4ac7x6bo2dcbe5rt45ukfr&dl=0)



**Administrative VP – Jay Nassar, MD**



## Turn Your Head and Cough

OK, it's May. We survived an earthquake and an eclipse. We also survived some aircraft and hangar issues as well. And still the Reading Aero Club is flying strong! I was going to write you all about how April showers bring those nasty May flowers that cause all kinds of health issues, more annoying than debilitating. And then I was gonna tell you which meds to take and which to avoid. Blah Blah Blah! Forget that! What I do want to talk about is confidence in one's abilities to do what it is we all do. Yeah yeah, flying a plane is one thing, but being a pilot and member of the greatest flying club in the country is even better! But what can possibly beat that you ask (someone please ask)? It's LOOKING GOOD while doing it! And now you can! Thanks to our new line of RAC Swag. T-shirts, Hoodies, Stickers and Patches. And more to come! Thanks to you, we were extremely successful and had over \$1,600 of SWAG purchased, and I thank everybody who participated. You should have the merchandise by the end of May! Also, I am currently working on a RAC Challenge coin that will only be made available to pilots in the club. So see, just like the great Billy Crystal once said, it's better to look good than feel good my friends. So go order some RAC Swag and walk proudly. (But seriously, if you don't feel good, don't fly!)



Jay Nassar, MD



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## Minutes of the April 2024 (4/11/24) Membership Meeting:

1. Record Attendance: 26 in attendance, start time 1901
2. Approve Minutes as written in CommOne: Read by Jay Nassar and approved by all
3. Report Collection of Fines: NONE
4. Report of Executive Board\*
5. Financial Secretary Report (written report distributed via email/published on website
  - a. Trends and Analysis: (see Ron or Paul) Will begin to decrease amount of unchanging info that is reported. Pilot member numbers and dues allocation will now be presented quarterly.
  - b. Insurance Updates: Nothing to report.
6. Bills Requiring Membership Approval: ALL SAY PAY THE BILLS
  - a. \$121.63 fire protection, \$1856 insurance, \$1178 overhaul, \$136.07 fuel.
  - b. Credit Memos: \$250.12 (\$200) Bill Cano March food, \$118.69. Credit card/ACH \$4500 for 73K overhaul, FlightCircle \$60, Google Workspace \$36.82, MetEd \$137.59, Dean Bardman for W&W \$189.09, Matt Keperling Fuel \$77.76, Scott Mistysyn Fuel \$129.60, Kevin Pannebakker April Food \$198.36.
  - c. Aircraft Spruce Bug Cleaner \$80.02, KRDG Hangar Rent \$1182.27, Greenfields Fire Company Charitable contribution \$75, Reading Water Authority \$21.61, Steve's Landavator Service \$678.37, WorldFuel Services \$456.10.
7. Communications (Digital Signboard): See Jacques with ideas, questions
8. Maintenance Report (Kevin):
  - a. 68F: Nothing to report
  - b. 73K: Columbia Air Service has the engine and needs ~6 weeks to get it ready. Looking at 2 weeks in June for install.
  - c. 46B: AirParts in Lockhaven can overhaul the ammeter but it will require the entire engine instrument cluster be removed, also a long turnover. John Phillips mentions dot keep an eye on the oil temp gauge.
9. Report of Committees:
  - a. Building: Ian Lloyd creating a spread sheet for Inventory and Pending Job List for the clubhouse . He could use help so please reach out to him.
  - b. Audit (Dave Meade): going well. Will report in May.
  - c. Financial Goal (Ron, Paul, Rick): No increases!
  - d. Insurance Kitty (Dave Meade): nothing to report
  - e. Operations Committee (Tim Earnest): Tim and Steve calibrated dipsticks for 46B, and will hang a conversion chart on the wall in Hangar 7. Breakfast Fly-in was Cx'd due to weather. Will meet at Wyomissing Restaurant.
  - f. Swag (John Toomey and Jay Nassar): John Toomey's patches are ready and are \$6. Jay Nassar will have additional Swag order form sent out next week via email.
  - g. Aviation Career Fest 2024 (Paul): Nothing to report
  - h. WW2 weekend approaching (Steve Shorey). Sign-up in May. \$ hour shifts for water sales and parking.
10. Membership Items:
  - a. Resignations: Daven Martin end of April. Credit balance of \$206.50.
  - b. First Readings of Philip Ball (pilot member applicant). Invited to May Board meeting.
  - c. Second Readings and Vote for Timothy Gilder (pilot Member). ALL VOTE YEA
  - d. Aseal Baeze requests to drop to Associate Member. In good standing. ALL VOTE YEA.
11. Unfinished Business:
  - a. Tim is reviewing airplane checkout requirements with Club





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Instructors. More to report later on this. See Paul Jones' notes in FlightCircle.  
b. FlightCircle "Standby" schedule explanation and note in FlightCircle.

12. New Business:

- a. Hangar 6 roof fixed
- b. April food provided by Kevin Pannebakker
- c. Jim Donnelly to provide May food
- d. Tonight's Presentation: Tim Earnest "ILS False Glide Slopes and Autopilot's Scary Button".
- e. Next Month's Presentation: Tim Earnest "46B Adding Ballast and Making Adjustments to CG. Unreliable Airspeed".
- f. Reminder of Summer Party at The Weavers' 7/13!

13. Adjourn: 2019

**Dues: \$75/month**

**Initiation Fee: \$1500**

**68F: \$140/hr**

**73K: \$140/hr**

**46B: \$170/hr**

**Sim: \$20/hr**

**100LL prices at KRDG (5/5/24)**

Reading Aviation \$6.39