



Comm One



News of the Reading Aero Club

August 2024

President's Message – Todd Weaver



Oshkosh, the Meca of general aviation. Hundreds of thousands make the pilgrimage each year. Roughly ten-thousand fly in each year. We all know people who've gone. We've heard the stories of the daunting Fisk Arrival. Perhaps you're one of the fortunate

who've had the opportunity to attend. Because I was at a club meeting and therefore in the right place at the right time, the opportunity to travel to Oshkosh presented itself to me. Not just to attend however, but to fly a club plane and experience first-hand what it's like.

Looking back at my kneeboard notes, I counted 15 different ATC controllers and frequencies we used on the trip out alone. Through our journey we landed at 5 different airports though two time zones. I no longer have to imagine what it's like to fly along the shores of Lake Michigan and the Chicago Skyline; close enough to see in the windows of the skyscrapers. I now know first-hand the thrill of merging at Puckaway Lake with hundreds of other aircraft, listening intently to the brilliant approach controller calling out instructions and commands. All of us jockeying to get into the queue, make our way East toward Fisk and eventually cleared to land on our assigned colored dot on an Oshkosh runway. The challenge of navigating the distance, airspaces and varying weather proved an invaluable experience.

Stories and shared photos of the Oshkosh show and surrounding area during the show cannot begin to

do it justice. Massive seems inadequate a term. People from around the globe attend this, the biggest aviation show in the world each year. Two words, "comfortable shoes." You'll need them for the days needed to take this all in. I should have put sunscreen on my tongue because my mouth was agape for most of the days. Everywhere you turn, another new sight to take in.

Without exaggeration I can say it ranks as one of the highlights of my life. Not that I really needed any more convincing, but it further drove home the reason we belong to this great club. Words can hardly describe the experience of flying a small plane such a great distance with fellow club members. What started as a trip with friends concluded with a unique kinship with my club brothers. I hope each and every one of my fellow RACers can seize the opportunity to make this trip. I promise it won't disappoint.

Todd Weaver
RAC President



Upcoming Events

- **Club Meeting:** 8/8/2024, 7:30 PM
- **Food @ 7:00PM by:** Paul Federico and Todd Weaver



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General Announcements

N2373K Engine Oil

Please take special note that N2373K no longer requires mineral oil as the engine break-in period requiring this oil has ended. As such, all mineral oil has been removed from the hangar and baggage compartment. Please use Aeroshell 15W-50 oil which has been placed in the hangar and baggage compartment.

Fall Wash-n-Wax October 5, 2024

The fall Wash-n-Wax is scheduled for Saturday **October 5, 2024**. While it is a bit in the future, please check your availability and put it on your calendars. In addition to cleaning the three airplanes, we also use this time to clean the Clubhouse as well. So please plan to attend the Wash-n-Wax event this fall, and as an added bonus fulfill some of your annual service hours for the year.



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Maintenance Corner – Kevin Pannebakker



Welcome back N2373K and N168F from Oshkosh! A few of our members took these aircraft to the world-renowned EAA AirVenture. Both aircraft performed well and got our fellow members to and from the event safely with no problems!

N2373K's engine break-in period has ended completely and the aircraft has been converted back to our normal Aeroshell 15W-50 ashless dispersant oil. All mineral oil has been removed from the aircraft and hangar 6 as well as all literature from the break-in period. Going forward, Aeroshell 15W-50 is the ONLY oil that should be used to service the engine. During the oil change, Steve Kunkle also discovered that three of the lower cowling rubber mounts had sheared and required replacement. The condition of the engine continues to be great and there were no signs of any oil leakage anywhere. We are also happy to report that the attitude indicator recalibration is better as well as the glideslope and localizer. The team in KCXY found a loose connection.

N2946B has been taken to Hangar 2 Avionics up in Lock Haven to complete a GI-275 engine monitor installation. The GI-275 will take the place of the storm scope and will also allow the removal of the GEM Insight as well. The fuel probes at this point are the biggest hold up at this time. The updated probes have a couple week lead time before they will be delivered. Also, during this time, they are repairing the door stop rod that was broken and replacing the ELT battery that was coming due. We will update everyone when the airplane is returned.

Not too much news on N168F. We are continuing to monitor the tire wear on the left main gear inner tread groove. This is normal tire wear (not a flat spot) and does not require a write up in Flight Circle. We may opt to replace it at the next oil change. We are also aware of a left-wing rear navigation light that is out. We will look into having this replaced as well shortly.

As a reminder, if discrepancies are found on any aircraft, please email maint@readingaeroclub.org

Thank you all and fly safely!!

Kevin Pannebakker
Maintenance Director



Completed Items

68F

- GPS Updates

73K

- Oil change to Aeroshell 15W-50
- Lower cowling mount replacements
- GPS Updates

46B

- Continues to be out of service
- Aircraft in KLHV for GI-275 installation



Homer says: "Have fun and fly safe!"



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Safety Officer – Brian K Stoltzfus

What is a SPECI?

To understand what a SPECI is (Aviation Selected Special Weather Report), we must first revisit the METAR. A METAR is issued every hour and generally includes the airport identifier, time of observation, wind, visibility, runway visual range, present weather phenomena, sky conditions, temperature, dew point, and altimeter setting plus remarks. A SPECI reports contains all the data elements found in a METAR report plus additional plain language information that elaborates on data in the body of the report.



A SPECI is important because it notifies us of rapidly changing conditions.

What kind of conditions will trigger a SPECI? There a number of items but the most important to us are:

- (1) Wind direction changes by 45 degrees or more in less than 15 mins and the wind speed is more than 10 knots throughout the wind shift.
- (2) Visibility increasing or decreasing rapidly (when below 3 miles)
- (3) Thunderstorm begins or ends (if not already in the METAR)
- (4) Hail, freezing precipitation or ice pellets begin or ends
- (5) Squalls
- (6) Ceiling changing rapidly (when below 3000')
- (7) Aircraft Mishap
- (8) Any other meteorological situation deemed important to the observer.

Again, anytime you see a SPECI issued, pay special attention.

You can find out more at:

<https://www.boldmethod.com/learn-to-fly/weather/when-a-speci-is-issued-for-rapidly-changing-weather-conditions-explained/>

Brian Stoltzfus
- Safety Officer



Administrative VP – Jay Nassar, MD



Turn Your Head and Cough

We've made it to August and that means RACERs 1 & 2 are back from Oshkosh. Along with myself, Todd Jim and Steve have tons of stories and pics/videos to share. It was truly the Holy Grail of Aviation, something I hope many of you can experience in the future. Aside from seeing every kind of aircraft one can imagine, to countless displays and demos, to having a beer with F22 pilots, it was also a place where dreams CAN come true. But perhaps most of all, it was overwhelming! That feeling of being overwhelmed can also effect us pilots in the cockpit. Whether it's due to weather or a mechanical issue, flying into a new airport or being concerned with the lives of our passengers, being overwhelmed can lead to increased stress. When a pilot's cognitive load exceeds their capacity, they can experience inattention deafness, which is when they focus too much on the primary task and ignore secondary tasks. This can include things like audible alarms and spoken instruction. I mentioned this not only to remind us all to find ways to deal with stress and to keep a sterile cockpit, but to also set the stage for my own personal example. I was so overwhelmed by Oshkosh, I completely ignored the voices in my head trying to tell me that buying my own plane was a mistake. So how did I deal with it? The only logical way I knew.....I pulled the trigger and bought a plane! Inattention deafness? Maybe? So whether it's in the cockpit or on the ground at Oshkosh, think things through and live to fly another day, perhaps even in your own plane!



Jay Nassar, MD



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Minutes of the July 2024 (7/11/24) Membership Meeting:

1. Record Attendance START 7:03PM
2. Approve Minutes as written in Comm One (and the President's typo)
3. Report of Collection of Fines NO FINES
4. Report of Executive Board * COMPLETE
5. Financial Secretary Report (*written report distributed via e-mail/published on website*)
 - a. Trends and analysis NOTHING SPECIAL TO REPORT. MARGINS ARE IMPROVING
 - b. Insurance updates – Paul waiting to hear back from AOPA attorney regarding insurance liability related to club performed maint on airplanes.
6. Bills Requiring Membership Approval. AOPA, READING REAG FOR SEWER, TRANSFERS FO CAP IMPROVEMENTS, INSURANCE, T-HANGARS RENTAL, MEMBER CREDITS FOR FOOD, PAY THE BILLS!
7. Communications (See Digital Signboard). NO CHANGES
8. Maintenance Report Kevin/Drew
 - a. 73K Break-in “We ate a lot of ice cream”!! NOT MUCH, ATTIUTDE INDICTOR, VOR/ILS ISSUES TO BE LOOKED AT IN CAP CITY, AND THROTTLE SEEMS STIFF. ALSO, THE LOW LIGHT FUEL LEVEL MIGHT COME ON A BIT EARLY.
 - b. 68F PASSENGAR MIC JACK LOSE, MAG DROP ON RPM CHECK IS A BIT LOW,
 - c. 46B Update?
 - i. NOT PLEASED WITH ELECTORNICS INTERNATIONAL AND DECIDIED TO GO WITH GARMIN INSTEAD AND THE GI-275. WILL CONSIDER REBUILDING THE GUAGE IN THE MEANTIME IF POSSIBLE.
9. Report of Committees:
 - a. Building.....Ian Lloyd
 - i. We have a new threshold. Need someone to install.
 1. PETER VOLUNTEER.
 - ii. TW spoke to Mike Laity about building masonry chipping away. We need a member or two to patch the block and touch up the white paint.
 1. LOOKING FOR SOME HELP FROM CLUB MEMBERS. JEFF SMITH DID IT LAST TIME. SLIM WILL LOOK INTO THIS A BIT. BUILDING IS CINDER BLOCK, NOT CEMENT.
 - b. Audit..... Dave Meade
 - i. LONG SINCE DONE
 - c. Financial Goal.....Ron, Paul, Rick
 - d. Insurance Kitty..... Dave Meade
 - i. CRUISING ALONG



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e. Operations Committee..... Tim Earnest

i. Training sessions/profiles

1. 3RD SERIES IN AUTOPILOT UNDERWAY

ii. Advent of RAC membership manual. Tim and Jay continue to pick away at the new RAC Membership manual. They could use one more to aid in the endeavor. Perhaps a few members, each of which can work on separate chapters?

f. RAC swag/t-shirt/patch committee..... Due to the overwhelming response, Jay is considering putting together another order

g. Reading Aviation Career Expo 2024 Paul Jones

10. Membership Items:

a. First Readings.....None

b. Second Readings & Votes.....None

c. Other membership actions..... Steve Palumbo to Associate Member (vote required)

i. MOTION PASSES AND WILL BE EFFECTIVE AUGUST 1, 2024

11. Unfinished Business

a. Looking for a group of 3 members who have been with the club for at least one year to review club rules and propose updates. This would include adoption of a written procedure or adjudicating and recording rules infractions.

i. No takers so the board will consider other means of completing this task.

b. Thanks to Tim and Steve Schory for taking great photos of club planes for the website development.

c. Club is still looking for someone to manage our social media, collect photos and post to the website when it's completed. Also upkeep schedule items. And FB. This person can help Matt Keperling with the website update.

12. New Business

a. Board to consider building security / cameras.

b. For non-flight airplane or hangar operations a key sign-out clipboard will be hung beneath the keys. Members must sign out keys when they leave the building without a FC reservation.

i. If this is to be adopted as a rule punishable for violation, we will publish a notice in next month's Comm One and vote in August.

ii. JOHN PHILIPS HAS A LOT OF EXPERIENCE WITH CAMERAS INSTALL.

c. WOULD LIKE TO PUT THE COMM ONES ON THE WEBSITE

d. DONT PEE IN A JUG AND LEAVE IT IN THE HANGAR

e. PAUL JONES IS LEAVING THE FINICIAL COMMITITEE END OF JANUARY 2025!!! WILL BE A BIG LOSS AND WE WILL NEED A COMMITTED MEMBER TO TAKE HIS SPOT.

13. Good and Welfare



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- a. Food tonight brought by – Tim Earnest / Keith Krott / Brian Stoltzfus
 - b. Need food volunteer for August
 - i. PAUL FEDERICO OR TODD WEAVER
 - c. Summer picnic signup sheet went out. July 13th.
 - i. FOOD ARRIVES AT 12, LIVE BAND AT 1PM, COME AND HAVE FUN. MISSION BBQ FOOD
 - d. Tonight's presentation – Getting to know Flight Director and Auto Pilot (part 3)
 - e. Next Month's presentation – MAYBE ANOTHER ONE, MAYBE NOT
14. Adjourn 8:21PM.

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

100LL prices at KRDG (8/5/24)
Reading Aviation \$6.09