



Comm One



News of the Reading Aero Club

September 2024

President's Message – Todd Weaver



Timing is everything. Keep that in the back of your mind as you read on.

For anyone who's spent even a little bit of time around the Reading Airport, it's obvious that both the literal and metaphorical landscapes are

changing and changing quickly. Take for instance, the new FedEx warehouse on the Northeast corner of Runway 31 which still catches our eyes when in the pattern. Add to that, not two years has passed since the county took control of the airport and just one year later, that same group of county commissioners approved the purchase of the two FBOs on the field and in a manner of speaking, gave them their walking papers.

Change isn't just "a-coming"; change is happening!

One more noteworthy change around the airport is the Aviation Career Expo. A wildly successful event by any measure but perhaps most importantly, in the eyes of the Reading Airport. Zach and the County Commissioners are "all-in" on taking this event as far as it can go. It's also worth noting that those same powers that be, recognize and appreciate that this "Expo" as it's coming to be known, was all due to the vision and effort of the Reading Aero Club. If timing is everything and in light of all the sweeping change here at our airport, it's safe to say the sweat equity RAC invests with the airport may pay for our future here at RDG.

Bearing in mind all the aforementioned change, consider this, what do you think would happen to RAC were it not for all the effort we put into helping at events here at RDG? Do you think our clubhouse rent would remain at less than \$700 a year? Do you think Zach would invite us to the planning table at so many of his events? In a word, no. Our close

relationship with the airport is a direct result of the energy we as a club put into it. If there's one takeaway I get by attending expo planning meetings, it's Zach's enthusiasm for this event. Seated around the conference room table at the last meeting I counted 4 people from RDG and 6 from RAC. There's no better indicator for me to prove the importance of both the expo and RAC in the eyes of the airport.

The Aviation Career Expo is just over a month away on Saturday, October 19th. This joint venture by RDG and RAC is gaining momentum and to be frank, it's again time to "pay our rent". We'll need volunteers to help park cars as well as someone to coordinate that effort. We're looking for speakers; members who have made a career out of some aspect of aviation, be it pilot, ATC, mechanic or drones. These individuals would tell their stories of what it's like to do their job and how they got where they are. We could use people to be present at club aircraft which will be on display on the ramp; both to answer questions and ensure club assets aren't harmed.

Be on the lookout for a volunteer signup sheet and let's not let Reading Airport forget the importance of the having America's oldest continuously active flying club on the field!

Todd Weaver
RAC President



Upcoming Events

- **Club Meeting:** 9/12/2024, 7:30 PM
- **Food @ 7:00PM by:** Todd Weaver



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General Announcements

LiveATC

Reading Aero Club is the proud sponsor of LiveATC, a service that allows users to listen to ATC broadcasts of airports both domestic and international. The service can be accessed in a number of ways:

- Web browser at LiveATC.net
- Mobile web browser at m.LiveATC.net
- Paid app available for iPhone and Android; current price for the app is \$3.99

Currently available channels for KRDG are: ATIS, Gnd/Twr/App, App/Dep #1, and Ground/Tower #1. We will be adding additional channels for Ground only, Tower only, and App/Dep #2.

Finally, a particularly useful Live ATC function can be found under ATC Audio Archives where playbacks for a specific frequency at a specific time can be accessed. This can be useful for instructors, students, and GA pilots to review transmissions that occurred during previous flights.

Feel free to address questions, suggestions, or problems to any board member. Give it a try and pass this info along to fellow pilots to provide the Reading Aero Club with some advertising!

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.

Member Logan Godtfring First Solo

Please join me in congratulating Logan Godtfring who completed his first solo flight August 21, 2024. This is always a great achievement with an undescrivable feeling that can only be shared with others who have experienced it. We wish you many years of safe flying to come! Congratulations!





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Maintenance Corner – Kevin Pannebakker



N2373K has been operating well and has been very busy in recent weeks. The overhauled engine is continuing to operate well. I have been very pleased with the quality of the work that was performed by Columbia Aircraft Services. The only

thing other than that has been noted over the last month has been the pilot side door that will sometimes lock itself. Drew experienced the door being hard to open during a GPS update. I have a theory that the door is being slammed closed, which is a practice common on older Skyhawk variants. This practice does NOT carry over to the newer Cessna models. This door should be gently pulled shut and when the door engages the locking mechanism, it will essentially lock itself. We are continuing to monitor this item, but please keep this in mind while flying this aircraft. Reference the email that was sent out on August 10, 2024 for further details.

We finally have an exciting update on N2946B. The GI-275 engine instrument, along with the updated fuel probes, has been installed and the aircraft was run the other week. All checks have been good, minus a bad configuration unit that Garmin had provided Hangar 2. A new unit was ordered by Hangar 2 and installed. At the time this article comes out, the aircraft will hopefully be back in KRDG and the oil cooler installation either in progress or completed. We all look forward to getting this aircraft back so we can begin flying it and enjoying it.

N168F had an extensive amount of work done to clear up some lingering discrepancies. This was accomplished in conjunction with an oil change. The left main tire was replaced due to the uneven wear and a small flat spot that was noticed. The magneto timing was looked at as well as the spark plug condition. The spark plugs were cleaned and the RPM drop of 150 RPM was reduced to 125 RPM.

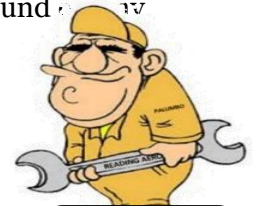
Steve Kunkle recommends that when the magnetos are replaced, we also plan to replace all 8 spark plugs at the same time. At the time this is written, the magnetos have about 123 hours left before their 500 hour inspection is due. We already have replacement magnetos on-hand. Other open discrepancies were addressed during this time as well.

For all aircraft, please be mindful during windy conditions of the aircraft doors. There have been two separate occasions where the doors on both N168F and N2946B were blown open out of the pilots' hands that caused some minor damage and required component replacement. If winds are gusting, please make sure the doors are firmly secured by your hands and closed properly when left unattended. This also applies to the Cessna. Doing this will ensure unnecessary costly repairs are avoided.

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



Homer says: "I fly because I can."

Completed Items

68F

- GPS Updates
- Oil Change
- Left Main Tire Change
- Left Rear Facing Nav Light replaced.

73K

- GPS Updates

46B

- Aircraft in KLHV for GI-275 installation



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Safety Officer – Brian K Stoltzfus

FAR 91.103 Preflight Action



“For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays...other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.”

Every flight requires us to perform a number of preflight actions. But how do we interpret the above into a useful procedure for us to follow? That is what this article will try to answer.

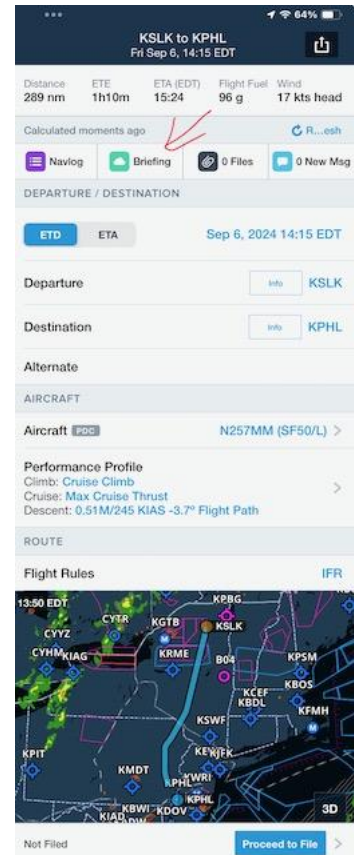
A good start is the briefing in Foreflight. Fill out your flight plan and touch the “briefing” (See photo) button at the top. Then scroll thru each page of the briefing. This has the advantage that Foreflight records (for 120 days (1)) that you have a briefing and it also saves it to your iPad so you can refer to it in flight. If you ever needed to prove to the FAA that you obtained a weather briefing, this would certainly be good to have.

Another good practice is to review all the items on a Standard Weather Briefing. I like to start with the “big picture” and then go to the details. All these weather products can be found at <https://aviationweather.gov/> or in Foreflight as noted. The venerable standby, 1-800-WX-Brief, is available by phone and website.

- **Synopsis**- Surface Analysis, (The 6 hour prog chart in Foreflight is very close to the current time. It is very good for the big picture analysis). The Forecast Discussion. This can be found right under the raw TAF in ForeFlight. This is very helpful because it allows the TAF Forecaster to expand on what they are thinking when creating the TAF.
- **Adverse Conditions**-SIGMETs,AIRMETs, Convective SIGMETs, (all under advisories in ForeFlight) CWA, NOTAMs (Runway/airport closures, TFRs) IFR conditions, Low-level wind shear, thunderstorms, icing, frontal zones, PIREPS (most of these can be viewed on the map page of ForeFlight as layers)
- **Current conditions**-METARs, PIREPs, for departure, en route and destination. Satellite and radar imagery can be viewed in ForeFlights map page.
- **Forecast conditions**- TAFs- Again, check departure, en route and destination and alternate (if required).
- **Winds Aloft**- This can be found on the airport page of ForeFlight under the weather page
- **NOTAMS**-(2) or on the airport page under the NOTAM tab in ForeFlight.
- **Restricted or Special use**-prohibited, Washington SFRA (If operating within 60 miles of DCA, do you have your completed course certificate?) Any “R” airspace (such as Indiantown Gap)
- **ATC delays or flow control advisories**-This is mostly an IFR issue. But this can also affect VFR traffic since one might not be able to get flight following if ATC is too busy. I’ve encountered this IFR delay number of times during busy weekends flying into southern FL. They can only fit so many airplanes as the flow is funneled down into a small area.

Brian Stoltzfus

- Safety Officer
- 1-<https://tinyurl.com/y2477t3p>
- 2-<https://notams.aim.faa.gov/notamSearch/nsapp.html#/>





Administrative VP – Jay Nassar, MD



Turn Your Head and Cough

(Reprint from August CommOne Issue)

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 August 2024 (8/8/24) Membership Meeting:

1. Record Attendance
2. Approve Minutes as written in Comm One
3. Report of Collection of Fines
4. Report of Executive Board *
5. Financial Secretary Report (*written report distributed via e-mail/published on website*)
 - a. Trends and analysis
 - 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
7. Communications (See Digital Signboard).
8. Maintenance Report Kevin/Drew
 - a. 73K Break-in complete.
 - b. 46B Update?
9. Report of Committees:
 - a. Building.....Ian Lloyd
 - i. Main entrance door threshold is a WIP
 - ii. Slim volunteered to patch up the failing masonry along the bottom of the building exterior. John Toomey to perform pre-construction engineering analysis of the work to be performed.
 - b. Audit.....Dave Meade
 - c. Financial Goal.....Ron, Paul, Rick
 - d. Insurance Kitty.....Dave Meade
 - e. Operations CommitteeTim Earnest
 - i. Training sessions/profiles
 - 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



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

c. Other membership actions.....

- i. Jared Millard application received. - Student pilot – Jay to respond to his application.
- ii. Paul Jones to Associate Member (Vote Required) - Bylaws mandate a ballot vote to replace this position at the September meeting. The two remaining financial board members, Ron and Rick, feel they can easily fulfill the role of Treasurer through the January 2025 term as many of that position’s duties have become automated. Have members vote on this board recommendation.

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. Board decided to forgo security cameras at this time.
- c. Key sign-out and tagging area is complete. Please use the procedure of signing out any key taken for non-flying reasons. (anytime it’s not listed in Flight Circle) Board decided this would be a procedure, not written rule at this time.
- d. 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. Rick Hartman working to acquire equipment needed to broadcast RDG ATIS on our Live ATC feed.
- b. Please be thorough when cleaning and post-flying our planes. We continue to have reports of planes left with bugs and trash.
- c. At Oshkosh, during their Flying Clubs appreciation dinner, AOPA presented RAC with “Major Award” and publicly recognized RAC as America’s oldest continuously active flying club.

13. Good and Welfare

- a. Food tonight brought by – Paul Federico
- b. Need food volunteer for August
- c. Tonight’s presentation – Final Autopilot session. TOGA !
- d. Next Month’s presentation – OSHKOSH – A party of a different sort.



14. Adjourn

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Dues: \$75/month

Initiation Fee: \$1500

68F: \$140/hr

73K: \$140/hr

46B: \$170/hr

Sim: \$20/hr

100LL prices at KRDG (9/11/24)

Reading Aviation \$6.09