



Comm One



News of the Reading Aero Club

November 2024

President's Message – Todd Weaver



First and foremost, I'd like to thank all the club members who helped contribute to the success of the Reading Airport Career Expo on Saturday October 19th. A special shoutout goes to Paul Jones for spearheading the event on the club's behalf.

With every such airport function, club function, club meeting, or board discussion comes more knowledge of owning and operating airplanes.

As I listened to the discussions at September's membership meeting, it truly struck me how much I continue to learn in this club environment. With each member's input I could feel my level of knowledge on each topic grow deeper. That evening alone we discussed Rick Hartman's effort to create a Live ATC Feed here at RDG, new anomalies with the GI275 in 73K and the list of challenges we continue to overcome with 46B. As frustrating as the process has been getting 46B airworthy I have to say it's yet one more valuable learning experience I would not have gained outside of the club environment.

I've said it before and it bears repeating, being an active member in this club will make you a better

pilot. I'm not just referring to flying the planes which, of course will add to our proficiency. I'm talking about being engaged in club matters. Taking an active role in the betterment and day-to-day management of club business. If you're looking for a way to become a more knowledgeable pilot, join a committee, run for a board position or become an airplane captain. If nothing else, be present. As your knowledge deepens, so will your confidence and desire for more.

Hope to see you around the clubhouse!

Todd Weaver
RAC President



Upcoming Events

- **Club Meeting:** 11/14/2024, 7:30 PM
- **Food @ 7:00PM by:** Tim Schad



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General Announcements

RAC Member Flight Accomplishments

Please join me in congratulating **Jim Donnelly** who passed his instrument check ride 10/12/2024.



Member Spotlight

As you continue to read this month's CommOne, you will notice a new section entitled "Member Spotlight." This section is intended to shine a spotlight on our members to showcase their uniqueness and varied stories as we come from all walks of life. Please consider shining the spotlight on yourself for next month's article so that we can get to know more about YOU. Whether you are a doctor, engineer, retired or have a great life story to share about yourself, we would love to hear it and feature it in our new Member Spotlight section.



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Maintenance Corner – Kevin Pannebakker



A good pre-flight inspection is key to ensuring the aircraft is safe to operate. But what about a post flight inspection? A post flight inspection is a good way of watching out for our fellow RACers by catching obvious aircraft defects that may have occurred in flight. This allows

unsafe conditions to be relayed to the maintenance officers and corrected (if possible) and reservations holder after your return. We recently had an instance where one of our aircraft came back and had a improperly installed cowling fastener (causing the cowling to be out of its proper position) as well as a popped circuit breaker. Both discrepancies were not reported and were found during a walk around of the aircraft. By doing a thorough post flight inspection, the items above would have been detected and reported with my efficiency to allow them to be addressed.

N2373K just had an oil change done and has been operating well. We are still experiencing some pitch oscillations and an aileron flutter when the auto pilot is engaged. We are working on a date to get the aircraft to KCXY with all the information we have gathered so they can investigate further. No other news to report on this aircraft.

N2946B continues to have problems and remains grounded. The GI-275 evaluation flights went well, however, it was found that the electric trim is inoperative, the landing light circuit breaker keeps popping when the light is turned on, and the left magneto consistently has a 200 RPM drop when performing a magneto check (well out of limits). Steve Kunkle is looking into all of these issues. The magneto, a single driven unit with two magnetos in the same housing, is the suspected bad unit. The magneto will require an overhaul and is about a 4 week turn time due to parts availability for this specific magneto. Due to this prospect and the annual that is coming due at the end of next month, we have made the decision to start the annual inspection now that way we can avoid additional grounding after the magneto is returned and we can have the other discrepancies addressed.

N168F is certified for another 24 months for IFR use. Steve Kunkle identified defects that prevented it from passing the initial testing and repaired them as required.

After Wilmington Avionics returned, the test passed and the airplane was IFR certified. Another oil change and sample were conducted by Reading Jet Repair, due to Steve Kunkle's very packed schedule. It was noted during a checkride that the fuel pressure indication goes into the red area of the gauge during climb out with the boost pump off. Steve Kunkle examined and could not duplicate the problem. We will continue to monitor. A new AD was just released by the FAA for Lycoming engines. The AD pertains to defective connecting rod bushings that were shipped in O-360, IO-360, and O-540 engines between 2009 and 2017. Steve Kunkle is looking into the applicability of this AD for 46B and I will review the records and request information from Columbia Aircraft Services if needed to verify this.

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
- IFR Check (initial before failure)

73K

- GPS Updates
- Oil change and sample

46B

- Aircraft annual inspection and magneto overhaul in progress



Homer says: "Be an active member in the club!"



Sunset to Sunrise Operations

You may be wondering why I didn't call this article "night" operations. Keep reading. With daylight savings time over, it's a good time to review some regulations. When doing flight reviews, I find almost no one gives the correct answers to all the following questions:



- 1) When must you have the Position lights (Nav lights) on?
- 2) When can you log night time?
- 3) What recent flight experience must you have to take passengers at "night"?

It's understandable because the FAA does not make it easy and the applicable FARs are spread across parts 1, 61 and 91.

Lets take this one at a time:

When must Position lights be on?:

FAR 91.209:

"No person may:

- (1) *During the period from sunset to sunrise...(1) Operate an aircraft unless it has lighted position lights;"*
(Nav lights-Green, red and one or more white pointed aft)

When can you log night time?

FAR 1.1 Definitions:

"Night means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time."

There are apps to find out when civil twilight begins and ends. But if you take sunset and add 30 minutes or subtract 30 minutes from sunrise, that will get you within a minute or two. Close enough.

What recent flight experience must you have to take passengers at "night"?

FAR 61.57:

(b) Night takeoff and landing experience.

- (1) *Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and -*

(i) That person acted as sole manipulator of the flight controls; and

(ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required).

Now that you have the rules, Let's look a scenario and see if you understand them: You are out for a flight. Sunset is 4:30 PM local, you have passengers and you land at 5:20 PM.



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Safety Officer – Brian K Stoltzfus

(1)When must you turn on your Nav lights? (2) Can you log any night time? (3)and do you need to meet the requirements of FAR 61.57(b) to be legal?

Answers: (1)4:30 PM, (2)Yes you may log 20 minutes of night time (civil twilight starts at about 5pm).

(3)You do not need to meet the requirements of 61.57(b) because its not an hour after sunset yet. (But I don't recommend this, The prudent pilot would make sure he/she is night current if there is a chance they would land after sunset)

In conclusion, the best way I've found to remember this is:

Sunset- Make sure Nav lights are on, 1/2 hour later, you may start logging night time, and 1/2 hour later you need to have completed your 3 take offs and landings to a full stop to take your passengers at "night".

Note: A recent update to Foreflight gives the Civil Twilight information. Go to the airport page in question and under the name of the airport, touch the arrow next to the sunset and sunrise information and a drop down box gives the details.

Fly safe,

Brian Stoltzfus

KRDG: Reading Regional/Carl A Spaatz Field
Reading, Pennsylvania, US
40.38°N/75.97°W
07:26 18:10 EDT

Solar Information
THU, OCT 24, 2024

Morning Civil Twilight	06:57 EDT
Sunrise	07:26 EDT
Sunset	18:10 EDT
Evening Civil Twilight	18:38 EDT

FRI, OCT 25, 2024

Morning Civil Twilight	06:58 EDT
Sunrise	07:27 EDT

ATIS 127.1
Clearance -----
Ground 121.9
Tower 119.9
Appr, Dep Multiple

Time 12:54 EDT
Wind 330° at 17 - 23 kts
Visibility 10 sm
Clouds Sky clear



Administrative VP – Jay Nassar, MD



Turn Your Head and Cough

Happy November all! Well now that the temps are going down it's going to be time to pull that knob to warm up the cockpit. And with that to remember how that works and what potentially fatal issue could arise. I am speaking of Carbon Monoxide poisoning. I gave a presentation last year on this but thought I'd put a reminder in this month's newsletter. Cabin heating in small piston engine planes is generated via a shroud covering the muffler and uses airflow to heat the air inside the cowling. A vent door then directs the heated air into the cabin. The problem arises when there's an undetected exhaust leak and exhaust gasses are circulating within the cabin. The Carbon Monoxide (CO) in the exhaust is odorless and once inhaled binds to the hemoglobin in our blood, preventing O₂ from binding. Early symptoms would be sluggishness, feeling too warm, tightness in the forehead. Then one can get headache, dizziness and impaired vision. Tiredness, confusion, a sick feeling, shortness of breath progressing to difficulty breathing. Unconsciousness and death may follow. Symptoms take up to 24 hours to improve. So what do you do? Turn OFF cabin heat, open windows, increase ventilation, land asap, inform ATC. Once safely on the ground seek medical attention and have the aircraft inspected by a certified mechanic.

There are CO detectors in our planes and I also carry along a small battery powered one in my bag. Fly safe, stay warm, but stay alive!

Happy Thanksgiving to all!



Jay Nassar, MD

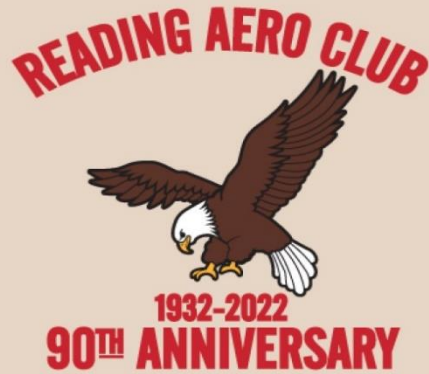


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Member Spotlight – Gary Wright

READING AERO CLUB - MEMBER SPOTLIGHT



Member Name: Gary Wright

D.O.B. 07/07/1956

Where did you grow up? MA & CT

Where do you currently reside? Downingtown

Employer? Retired

How did you get into flying:

When I attended the 1986 Reading Airshow I finally wanted to fly from the time I was a kid.

In 1986 I attended the Reading air show and just said "I'm going to get my license".

I took lessons at Cap Aviation of '86 and joined the aero club in April of 1987.

What is your favorite place to fly in a club plane and why?

I used to fly up to my birthplace, Hopedale, MA (1B6) to play golf with my father.

But now it's pretty much OC NJ.

It's just a good place to fly into and enjoy the beach if only for a few hours at any time of year.

Tell us a bit about yourself and your family.

I lived in the Reading area for about 20 years after moving there in 1980 from CT and working for the former GPU.

In 2000 I moved to CA for a 14 months before moving back to PA and living in Hershey for another 20 years.

During that time I met and married my second wife, Vickie.

So, now I have 3 step daughters and 4 grandchildren.

Upon retirement in 2022, Vickie and I moved to Downingtown PA to be close to the aforementioned family.

I joined RAC in 1987 and since then, have spent about 15 years or more on the Board as

Assistant Financial Secretary through President, with the longest stint as Recording Secretary.

In 1996 I flew Crazy Horse, the modified P-51 Mustang, fulfilling a lifelong fantasy.

Later, I rode in a B-17, which was also a thrill.

Now, in addition to flying and family activities, I also golf, woodwork, hunt and generally enjoy life!



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Minutes of the November 2024 (10/10/24) Membership Meeting:

1. Record Attendance 19
2. Approve Minutes as written in Comm One all vote yea
3. Report of Collection of Fines none
4. Report of Executive Board * nothing to report
5. Financial Secretary Report (*written report distributed via e-mail/published on website*)
 - a. Trends and analysis all in email
 - b. Insurance updates – Paul waiting to hear back from AOPA attorney regarding insurance liability related to club performed maint on airplanes. Nothing to report
6. Bills Requiring Membership Approval. All approved, vote to pay the bills
7. Communications (See Digital Signboard). Nothing to report
8. Maintenance Report Kevin/Drew.
 - a. 46B Update at Kunkle for oil cooler, consider W&W make up for it
 - b. Both N2646B and N168F will be going to Steve Kunkle for IFR checks in the coming weeks. Time TBD. 68F failed IFR check, Kunkle to fix
 - c. 73K right seat window seal needs fixed, GI275 reversion issue, POH supplement missing for Comm/Nav 2. Drew found it.
 - d. Once temp <45° (November) will begin plugging in oil heaters
9. Report of Committees:
 1. Building.....Ian Lloyd nothing to report
 1. TW and Slim to look at failing masonry.
 2. Audit Dave Meade nothing to report
 3. Financial Goal.....Ron, Paul, Rick
 1. Encourage ACH payments – This will help the financial team immensely. Bank revamping so may be a slight delay this month.
 4. Insurance Kitty Dave Meade nothing to report
 5. Operations Committee Tim Earnest nothing to report
 1. Plane captains should not be board members. Need other members to step up and help the club.
 2. 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?



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6. RAC swag/t-shirt/patch committee.....Due to the overwhelming response, Jay is considering putting together another order. Working on challenge coin
7. Reading Aviation Career Expo 2024 Paul Jones
 1. Need volunteers to signup – sooner rather than later
 2. Expecting 35 exhibitors
 3. Use Google form online to sign up

10. Membership Items:
 - a. First Readings.....Tim Schad Voted in as new pilot member!
 - b. Second Readings & Votes.....None
 - c. Other membership actions.....
 - i. Tim Guldner has requested an exemption to the rule requiring one year of pilot member status before becoming an associate member. The board gives this a favorable recommendation. (Membership majority vote required). All vote yea

11. Unfinished Business
 - a. 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. Website felt unsafe. Members told to clear cashe

12. New Business
 - a. Rick Hartman setup Live ATC Feed. Hardware issue, Live ATC coming to trouble shoot. May ask them to give a presentation as well.
 - b. Board has granted Andy Klotzbach permission to hold up to 3 plane reservations, one of which is his check-ride on 10/29/24.
 - c. Ask members if they have any new business.
 - d. Dennis mentioned arm rest foam for 73K
 - e. Dale would like the Happy New Year pic top right News Letter changed, will ask Jacques
 - f. Xmas party update in November

13. Good and Welfare
 1. Food tonight brought by – Rick Lauter
 2. Need food volunteer for November (Tim Schad)
 3. Tonight's presentation – None
 4. Next Month's presentation - Kevin to do a presentation on 46B GI275 ESI 11/14



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5.

14. Adjourn 2031

Dues: \$75/month

Initiation Fee: \$1500

68F: \$140/hr

73K: \$140/hr

46B: \$170/hr

Sim: \$20/hr

100LL prices at KRDG (11/1/24)

Reading Aviation \$6.09