



Comm One



News of the Reading Aero Club

December 2024

President's Message – Todd Weaver



Is it just me or did this year fly by? (pun intended) If so, I guess that means we've been having some fun!

It was a year ago on December 7th that we took delivery of N2946B. Though that's been something of a bumpy ride, it certainly is a fun plane to fly.

Just after 46B was hangered in her new home the club saw a peaceful / seamless transition of power from the outgoing administration to the current RAC board. No riots were reported and no committees had to be formed to bring insurrectionists to justice.

We then enjoyed another festive gathering at Mimmo's where we ate, drank and lied about our flawless landings.

One February 24th, Tom Kopel, our friendly, local, Top Gun pilot, captivated us with his exciting, history making, life story.

We held our semi-annual wash and waxes to ensure our pride and joy look as good as they fly.

On June 20th we picked N7373K up at Bloomsburg with a freshly overhauled engine and had more fun breaking in the new powerplant.

RACER 3 was added to the club's callsigns.

On July 13th we were blessed with sunny skies and warm weather for the summer picnic which included live music from Jesse Wade, swimming, games and great food!

John Toomey and Jay Nassar put together some classy club swag orders to keep us all looking the part of members of America's oldest, continually active flying club.

Speaking of America's oldest flying club, four club members (myself included) flew to Oshkosh this year where AOPA recognized RAC as the one and only, oldest active club of its kind and bestowed upon us a "major award".

We saw the addition of Jay's "Turn Your Head and Cough" section of the Comm One as well as the "Member Spotlight" which I hope will continue through 2025.

Thanks to the hard work of club members, The Aviation Career Expo saw its 3rd consecutive year on 10/19/25. We're excited to see what this becomes for both The Reading Airport and Reading Aero Club.

Wrapping up this fun, event filled year was Christmas in the Air. Where, on 12/7/24, 224 Young Eagles were able to enjoy free discovery flights courtesy of a few RAC members as well as many other volunteers and members of the local flying community.

In addition to these noteworthy events were the fun filled, monthly member meetings which were well attended.

I would like to extend a heartfelt "Thank You" to each and every one of my RAC brothers. All of whom helped make this fun-filled year fly by!

Hope to see you around the clubhouse!
Todd Weaver
RAC President



Upcoming Events

- **Club Meeting:** 12/12/2024, 7:30 PM
 - **Food @ 7:00PM by:** Jim Donnelly
- **Christmas Party:** 1/11/2025 12PM – 4PM



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General Announcements

Annual RAC Holiday Party

Please take note that the annual Reading Aero Club holiday party is scheduled for January 11th from 12:00PM until 4:00PM at Mimmo's. Please sign up using the link below. This helps us plan and get an accurate head count. This is a great event to celebrate the holiday with your fellow RAC brothers and get to know all the club members. We hope to see you there.

<https://www.signupgenius.com/go/10C044CA8AE2EA7FA7-53301979-reading>

Executive Board Nominations

Executive board nominations are quickly approaching. Please consider running for a position or making a nomination. Serving on the board is a great way to understand the fundamentals of what it takes to run a successful club and make a meaningful change in YOUR club. Serving on the board is time consuming and a rewarding experience all at the same time.



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Maintenance Corner – Kevin Pannebakker



Leaning. It is essential for getting the most efficiency out of our aircraft in flight and getting the most range. However, it is also a crucial part of ground operations. Operating our aircraft engines at low RPM's with the mixture in the

full rich position can create problems. The most common is lead fouling of the spark plugs. During run-up, you may experience the engine running rougher during the mag check and/or excessive RPM drop. This could be as a result of lead fouling. To rectify this, run the engine at high power with both magneto's on, lean the engine, and run for a few minutes at this setting. This should hopefully clear out any lead in the plugs and correct the condition. With this said, instructors, students, and pilot members should make leaning the mixture during ground operations part of their standard operating procedures. This will save us time and maintenance expense to have spark plugs cleaned and even replaced more frequently than necessary.

For the first time this year, I can say that N2946B has been operating well and members are starting to book flights on it. It was great to see it flying kids during Christmas in the Air. On that note, the amber "OIL" light that is on the instrument panel remains constantly illuminated. This is a result of the GI-275 upgrade and the original equipment being removed. This is nothing to worry about and the GI-275 oil pressure indication and temperature should be relied on for accurate indications.

N168F continues to operate well. At the next oil change, it will require a fresh set of magnetos since they are coming up on 500 hours time in service.

N2373K also continues to operate well. During the last oil change, we had the left magneto replaced due to a failure. Drew and I will also discuss a good time to take the aircraft to KCXY to have the GI-275

discrepancies addressed. Stay tuned. We will need volunteers to help with 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

73K

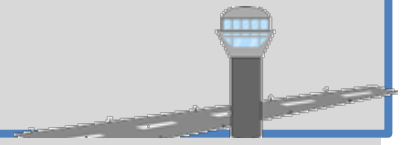
- GPS Updates
- Oil change and fuel line AD
- Magento replacement

46B

- Aircraft back in service



Homer says: "Keep the shiny side up and the greasy side down"



Safety Officer – Brian K Stoltzfus

FAR Legal Interpretations



As most/all of you know, the FARs are many times clear as mud. If an interpretation is desired, the FAA has a process for the public to write to the chief counsel for consideration for legal interpretation for the FARs.(1) There is a database to search for FAR legal interpretations. (2) Currently, the database is showing 1049 documents from 1976 to 2024.

My main reasons for mentioning this website is:

- (1) Letting everyone know that this website exists. (I didn't know about it until a few weeks ago)
- (2) How the website was useful to follow a recent kerfuffle regarding supervising unlicensed pilot mechanics.

You might think why a pilot would care about FARs pertaining to aircraft mechanics? Well, we are all pilot owners and if the FAA implements procedures that would greatly increase the cost of fixing our airplanes, it's going to affect our cost to fly. This is what happened recently.

A guy named J Moss asked if an apprentice mechanic has to be physically supervised by a AP or IA. He asked if being available electronically (zoom, phone etc) counts as being supervised? The FAA ruled ..." FAR 43.3(d) does not allow for remote supervision of maintenance."(3)

This caused an uproar in the maintenance community. Peter Bunce from GAMA, Mike Busch from Savvy Aviation and Brett Levanto from the Aeronautical Repair Station Association were successful at getting the FAA to "stay" the Moss ruling. (4) A "stay" in legal terms means the ruling is put on hold. Links (3) and (4) below show the Moss ruling and the "stay" to the ruling respectively. As you might imagine, having a supervisor stand over an apprentice all day would be a huge cost and a huge change to how maintenance shops have been run for decades. Thankfully, the FAA made a good decision to "stay" the order.

Check out the website if you have any curiosity about what the FAA has to say on topics you are interested. (2)

Fly safe,

Brian Stoltzfus

(3) https://www.faa.gov/about/office_org/headquarters_offices/agc/contacts

(4) https://drs.faa.gov/browse/LEGAL_INTERPRETATIONS/doctypeDetails?Status=Current

(5) <https://drs.faa.gov/browse/excelExternalWindow/DRSDOCID155626587020241011215300.0001>

(6) <https://drs.faa.gov/browse/excelExternalWindow/DRSDOCID108815633920241021153017.0001>



Administrative VP – Jay Nassar, MD



Turn Your Head and Cough

(Reprint from November 2024)

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!

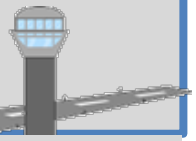
Happy Thanksgiving to all!



Jay Nassar, MD

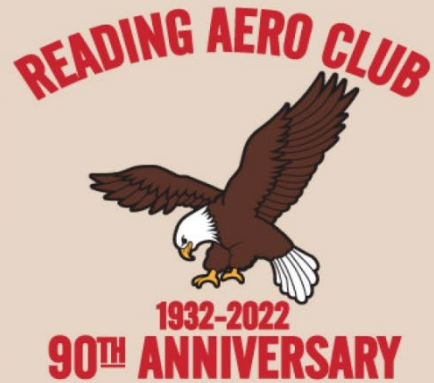
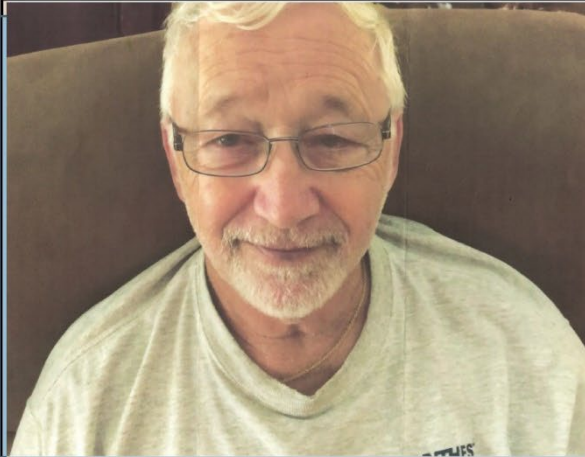


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Member Spotlight – Gary Wright

READING AERO CLUB - MEMBER SPOTLIGHT



Member Name: Richard Hoffman D.O.B. 07/17-1943

Where did you grow up? Berks County

Where do you currently reside? Ocala, Florida Employer? Retired

How did you get into flying:
A friend of mine tole me about an intro flight for \$20 at CAP Aviation. So I went and the rest is history.

What is your favorite place to fly in a club plane and why?
Ocean City, New Jersey. We can be there in 1 1/2 hours but driving is alomost 3 hours.

Tell us a bit about yourself and your family.
I was married almost 46 years when my wife Thelma passed away.
I'm now married over 10 years to Adele, my second wife.
I have two daughters, both married. One with 4 children and the other with 1 child.
We moved to Ocala, Florida in October of 2014 and built a new house.
I worked as an auto mechanic for 10 years then bought a restaurant and was there for 34 years.
I then worked at the Reading Hospital for 6 years before retiring.
I am now 81 years old.
One of the best things I ever did was join the Reading Aero Club.



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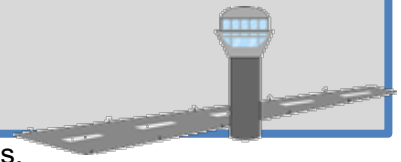


Minutes of the November 2024 (11/14/24) Membership Meeting:

1. Record Attendance 23 in attendance, 7:30PM start, food by Tim Schad
2. Approve Minutes as written in Comm One All say Yes
3. Report of Collection of Fines
4. Report of Executive Board * Completed
5. Financial Secretary Report (*written report distributed via e-mail/published on website*)
 - a. Trends and analysis
 - i. A Treasury bill has matured recently, will look at available options.
 - 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
 1. FlightCircle \$60, Google \$38.16 and \$14.62, Met-Ed \$77.15, Hangar rent \$1220.10, Credit Memos: Bill Can0 ~\$120 for fuel, Andrew D. \$92.11 fuel for 73k, Tim E. \$61.47 for Compressor purchase for 73k, Bill for \$149.99 for fuel, Matt K. \$126.14 for Web Host, Jay N. Cookies \$23.99, Tim S. for gumbo, Steve S. for fuel. MOTION TO PAY THE BILLS approved!
7. Communications (See Digital Signboard – Rick Fixed it!)
8. Maintenance Report - Kevin/Drew.
 - a. Kevin and Drew will be using email to ask for help moving planes. We will be asking for 2 member for each move. One to move the plane, one to move the guy moving the plane.
 - b. 46B Update
 - i. Continue to have magenta issues. Spark plugs changed along with other stuff and we were still seeing 200RPM drop during MAG check. We will do annual at this time as we wait for the MAG issue to be fixed to minimize the down time. Annual is currently under way. There is a STC'd vacuum system installed on the aircraft without documentation which is resending us with issues since we wish to remove it entirely. We are essentially only waiting for the annual to be completed and the AD from OK to be completed
 - c. Both N2646B and N168F will be going to Steve Kunkle for IFR checks in the coming weeks. Time TBD. 68 F failed IFR Check.
 - i. Issue on nose tire of 68F and the tube was replaced after tear was found.
 - ii. Please check tire pressures on aircraft prior to all flights.
 - d. 73K right seat window seal needs fixed. GI275 reversion issue?



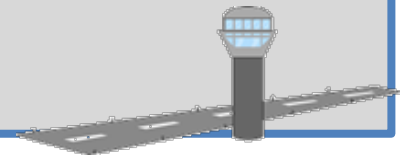
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- i. Oil change complete, and analysis is out waiting for results.
 - ii. Looking to get autopilot looked at in CapCity. Waiting for 46B to be operational to send 73K into the shop
 - iii. AD released on all Lycoming engined for connecting rod bushings. Don't think our aircraft is affected, but 68F is NOT affected.
 - e. Is it time to use oil heaters yet?
 - i. It is time to start using the engine core heaters.
- 6. Please don't call the Maintenance board members for every small issue.
- 9. Report of Committees:
 - 1. Building.....Ian Lloyd
 - 1. TW and Slim to look at failing masonry.
 - 2. Nothing new
 - 2. AuditDave Meade
 - 3. Financial Goal.....Ron, Paul, Rick
 - 1. Encourage ACH payments – This will help the financial team immensely.
 - 4. Insurance KittyDave Meade
 - 1.No update
 - 5. Operations Committee Tim Earnest
 - 1. 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?
 - 2. Think about serving the board. Some positions are opening.
 - 3. MAy need to sign new letter of agreement to use RACER call signs as Harrisburg approach takes over Reading Approach.
 - 6. Reading Aviation Career Expo 2024 Paul Jones
 - 1. Paul Jones sends his gratitude to everyone who helped with the Aviation Career Expo
 - 2. Please record your service hours if you have not done so already.
- 10. Membership Items:
 - a. First Readings.....None
 - b. Second Readings & Votes.....None
 - c. Other membership actions..... None



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- i. Brain Darling is requesting to become Associate Member. Vote taken and the membership approved the change.
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.
12. New Business
 - a. Members are not to initiate maintenance related requests to Steve Kunkel or any other shop. Steve has expressed his frustration with non-board members requesting work or updates of work from him. He's a busy guy and can't be approached by 100 members.
 - b. Andrew Klotzbach passed his private pilot check-ride on 10/29/24 (Don't forget the cookies)
 - c. Jim Donnelly passed his instrument check-ride (Bring enough food for all)
 - d. Peter Knight (Associate Member) passed his instrument check-ride on 10/6/24
 - e. Dennis requested arm rest foam for 73K.
 - i. There is a right seat foam rest in 73K as of now. May need a permanent fix.
 - f. Ask members if they have any new business.
 - i. None
13. Good and Welfare
 1. Mimmo's is reserved for Saturday, January 11th from 12:00 till 16:00. How was last year's menu? Any changes?
 2. Food tonight brought by – Tim Schad (Andy Klotzbach and Jim Donnelly are on deck)
 3. Need food volunteer for December - Jim Donnelly or Andrew Klotzbach are on deck.
 4. Tonight's presentation – Dan Luke – STEM Flights
 5. Next Month's presentation – Kevin Pannebakker GI275 Engine Monitor in 46B
14. Adjourn 8:11PM
 1.
 1. Adjourn 2031

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

100LL prices at KRDG
(12/10/24)
Reading Aviation \$6.09