



Comm One



News of the Reading Aero Club

March 2026

President's Message – Drew Drebitko



RACers,

The winds of March are blowing and our ever persistent Recording Secretary, Gary Wright, is knocking on my virtual door looking for my monthly ramblings that he calls “insight” into the Reading Aero Club. How are you surviving the winter? Are you getting out to fly on the days that allow? Winter flying can be fun with proper planning since the clear days are crisper and airplane performance can be dramatic. One of our own obviously managed through the winter to finish his PPL- Josh Collester, our Assistant Maintenance Director, earned his Bankruptcy Starter Kit (Also known as a Private Pilot's License)! Congratulations Josh!!! Did you know that the club has a 200 MPH airplane for your use? On a recent winter trip on a beautifully clear winter day, I saw 205kts ground speed on a trip to NH with 46B! Unfortunately, the wind gods wanted their bill paid on the way home so when I looked down and saw a horse and buggy pass me on I-84, then I knew that it was going to be a long ride home! It was still fun while it lasted and I usually only tell the first half of that story anyway. The point is to get out and enjoy the winter. Fly out to Punxsutawney and shoot a groundhog. It will be a fun day trip and your friends will all be impressed. Remember that your comrades at RAC are such a diverse group, somebody will surely know a good lawyer. (My lawyer said to add “*This in no way is supporting harm to animals or recommending acts of vandalism. It is simply said in JEST – DO NOT USE RAC ASSETS IN SUPPORT OF CRIMINAL ACTIVITIES!!*”).

Your executive board continues to work diligently for the good welfare of the entire organization. Get involved-ask questions-VOLUNTEER. SHOW UP FOR THE MEETINGS! As part of RAC, you also have certain responsibilities and expectations. Every Pilot Member is subscribed to Flight Circle. It is YOUR RESPONSIBILITY to keep your information in FC current. We EXPECT that YOU have accepted the responsibility to keep your medical, BFR, currency, etc. UP TO DATE. There are now lockers available in the clubhouse to keep all your flying stuff in one space. You can hide all your neat new stuff from your wife. For \$5 bucks a month you don't need to explain where that new headset came from! Five bucks!! There will be a signup sheet soon but ask any board member. Your locker-your lock. Our semi-annual wash & wax is coming up on April 25th. That's also the time that we clean up around the clubhouse and the hangars. The BS flying stories that fly around are worth the time spent. As aviation ambassadors, and because we are all just a good bunch of guys and girls, we are open to supporting good causes for our neighbors. RAC is sponsoring a fund raiser for the Adalyn Rose Foundation by enabling an opportunity for a free airplane ride to be auctioned at their upcoming fundraising event. The details and language to make this happen are being developed but the executive board is atune to cost and liability concerns. Tim Earnest and his committee have completed their work on the first of many procedural documents with the intro of a QRH (Quick Reference Handbook) for 73K, which was approved by the Executive Board for circulation. Tim and his committee spent countless hours on this document, which was then reviewed by the Safety Officer, with input from the CFI's, before the Executive Board voted acceptance. Thank you, Tim. The maintenance team continues with almost daily activities to keep all club airplanes operating as you expect. Behind the scenes, these guys are always dealing with



Comm One



a squawk or a new AD to review or updates to the airplanes, etc, etc. The financial team continues to keep you informed of club current finances and project the future through their fuzzy crystal ball. You don't get to approach 100 years old without hard work and planning by many people with diverse experiences to offer. **The financial team now has everything updated and current. After the General Membership meeting on March 12, the financial team will make a presentation on the current financial statements and open a Q&A session. This is a unique chance to learn how the details of the club finances work.** WWII is fast approaching. What a wonderful event right in our own backyard. Attend and bring somebody young. The history needs to be remembered. The sacrifices need to be told. As a club, we play an integral part in that event and we are fortunate to be able to profit from it as well. Plan to spend the weekend of June 5th to 7th helping your club, watching the few remaining warbirds and enjoying the camaraderie. Teaching someone young about the past is a bonus.

Hopefully you are still awake and continued reading these ramblings to this point. What I hope that you take away from this month's best seller, is the amount of activity going on with the Reading Aero Club. We are moving faster than a Dakota with a 60kt tail wind! See you on March 12th since I know that you can't live with yourself if you don't show-up and participate in person. Fly safe or stay earthbound! If you're planning to do something stupid – pay your dues in advance!

See you around the clubhouse!!
Drew Drebitko - President



Upcoming Events



Club Meeting: 2/12/2026, 7:30 PM. Food = Pizza



Maintenance Director – Chris McCauley



As many of you know, logbooks are one of the most critical assets of the aircraft and proper care for them is not to be taken lightly. There will now be a sign-out sheet implemented for whenever a logbook needs to leave the clubhouse, which can be found on top of the file cabinet. We are working on coming up with a more secure storage solution for them in the near future and I will update you whenever that occurs. We also ask that if you tab out the logs for your personal use for a check ride, please remove your tabs when you are finished. Please be sure that the logbooks and all associated paperwork get put back in place after use and treat them with the care they require.

I'm happy to report that 73k is back on the schedule and flying after having the prop strike repaired. All engine checks came back with zero issues and a clean bill of health, along with a completed annual. It had a busy first weekend back in the air and unfortunately, an issue occurred with a rudder pedal return spring breaking. Steve was able to squeeze us in and repair the damaged spring on 3/6 to get us back in the air, but the other spring will require a little more time so be on the lookout for some more upcoming maintenance down time this week. The plane is also scheduled for interior work the week of 3/16-3/20 at New Garden. Both door panels will be repaired and reupholstered along with the damaged trim being repaired and/or replaced. If all goes well, it should be done on the 20th but that may change. If anyone would be able to help get the plane to New Garden on the 16th or back home when finished, please reach out to me. 68F has been performing great with the new Avidyne unit and will be coming up for an oil change in the next week or two.

46B has been operating without issue and with the weather seemingly starting to break, make sure to get your flights on the schedule.

I have been working on reviewing all of the reported discrepancies and resolving them as required. I have made some significant changes for each aircraft, so please be sure to review the squawk list when scheduling and dispatching your flights.

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

Thank you all, fly safely, and Best Wishes in 2026!!!!

Chris McCauley

Director of Maintenance



Fine points of the Advisory Vertical Guidance



I was very dismayed to hear of the recent fatal crash of an Epic 1000 at Steamboat Springs Co on Feb 13, 2026 (1). Although we will have to wait for the final NTSB report to know more, it appears that at least a contributing factor was a basic misunderstanding of the Advisory Vertical Guidance. To fully understand this, it is important to understand all the types of GPS/RNAV approaches. There are 4 basic types of approaches, 2 with vertical guidance and 2 without. See table 1 below.

What appears to have happened at Steamboat was the pilot/crew flew an Advisory Vertical Guidance glide path below the MDA, assuming it would give the obstacle clearance from the MDA to the runway. IT DOES NOT! (See (2) below which shows a Simulation of the RNAV Z RWY 32, scroll to episode 414). In this crash, it appears the pilot flew the RNAV Z 32 into Steamboat. There are only straight in LNAV and circling minimums at MDA of 9100'. There are no official approaches with vertical guidance. BUT, most modern GPS receivers (including the Garmin 430/530) will give an advisory glide path (shown as a LNAV+V in the lower left at the yellow arrow). Again, what appears to have happened is they flew the approach like an LPV or LNAV/VNAV when the approach was actually a LNAV only approach.

Here are some items I recommend when briefing a GPS approach.

Call out what kind of GPS approach you are doing. This information is at the bottom of the approach chart. For the Steamboat example below, it is LNAV only.

If LPV or LNAV/VNAV there will be **certified** vertical guidance and a **DA**. Note that our GPSs will have certified vertical guidance for BOTH an LPV AND LNAV/VNAV. If is an LP or LNAV it is an approach WITHOUT vertical guidance and there will be a **MDA**.

As you are doing the approach take note of the annunciation in the lower corner of the Garmin. Then adjust your minimums accordingly. For example, for RNAV 13 at RDG, LPV=926 (DA), LNAV/VNAV=1170 (DA) and LNAV=1040 (MDA).

It is beyond the scope of this article to advise how to actually execute the above. But, have a procedure to make sure the airplane doesn't go below the MDA or DA as appropriate and the FAR criteria is met to

Table 1

	WAAS	NON-WAAS
APPROACH WITH VERTICAL GUIDANCE (APV NOT a precision approach)	LPV (Localizer Performance with With Vertical Guidance, DA)	LNAV/VNAV (Lateral and Vertical Navigation, DA)
APPROACH WITHOUT VERTICAL GUIDANCE	LP (Localizer performance, MDA)	LNAV (Lateral Navigation, MDA)



Comm One



descend to the runway.

It is very sad that such a small detail regarding the Advisory glide path could have such a terrible outcome. The FAA has NOTAMed the RNAV Z 32 into Steamboat as Not Authorized till Oct 1 2026.

Here are some of the disclaimers from Garmin about using the advisory glide path:

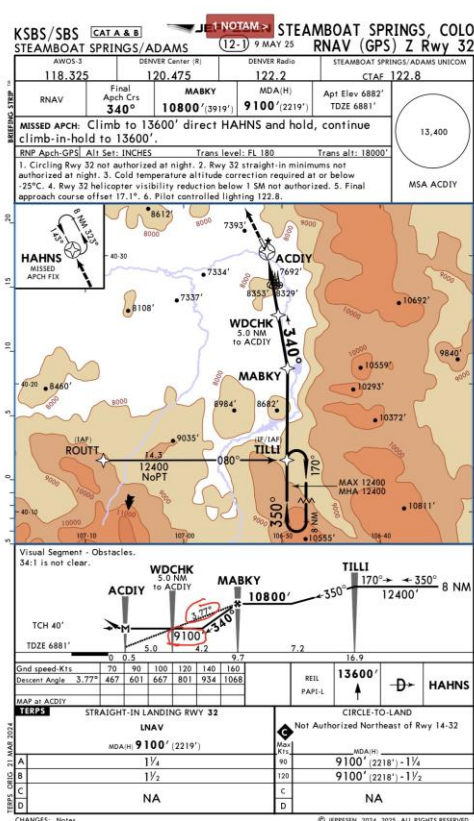
- 1) Situational Awareness Only: Advisory guidance is intended for situational awareness only. It is not a substitute for primary navigation or required visual references.
- B. No Obstacle Clearance Guarantee: Unlike certified glide paths (like LPV or ILS), advisory vertical guidance (LNAV+V) does not guarantee obstacle clearance. Pilots remain solely responsible for maintaining separation from terrain and obstacles.

Fly safe,

Brian

- (1) <https://www.youtube.com/watch?v=7TaUNzKQYck&t=99s>
- (2) https://www.patreon.com/aviationnewstalk?utm_source=campaign-search-results

As a review, two conditions are necessary (but not sufficient, in other words, if you have these 2 conditions, you don't always get ice) for icing to develop:





Reading Aero Club Membership Meeting – February 12, 2026

The meeting opened with 26 members signed in.

Key Takeaways

- **68B's Avidyne unit is non-functional.** The replacement unit has an expired 2021 database and fails all update attempts, rendering the aircraft non-IFR.
- **73K's prop strike repair is complete; annual inspection is underway.** The aircraft is expected back in ~2 weeks, providing spare mags for the club's inventory.
- **The club is restructuring committees.** Many standing committees are being dissolved to focus on specific task-based objectives, with a new Quick Reference Handbook (QRH) in progress.
- **New volunteer year begins.** Members must complete 18 hours (or pay a \$270 fine) by Jan 31, 2027.

Topics

Maintenance & Aircraft Status

- **68B (N68B): Avidyne Unit Failure**
 - The replacement unit has an expired 2021 database and fails all update attempts.
 - Jeppesen support has exhausted all options, concluding the issue is internal to the Avidyne unit.
 - **Impact:** The aircraft is non-IFR. The club is considering legal action against Avidyne.
- **73K (N73K): Repair & Annual**
 - Prop strike repair is complete and covered by insurance.
 - Annual inspection is now underway at Steve Kunkle's shop, with the aircraft expected back in ~2 weeks.
 - The repair provides spare mags for club inventory.
- **46B (N46B): Future Panel Upgrade**
 - The board will begin planning a long-term panel upgrade, focusing on the autopilot.
 - No timeline or budget is set.
- **General Maintenance**
 - **Flight Circle Squawk Lists:** Chris will review all squawk lists to remove old, non-urgent, or already-addressed items to improve clarity.
 - **73K Door Panels:** Chris is coordinating with two interior shops to inspect and quote a repair for the door panels and a leaking window.

Membership & Administration

- **New Member:** Anthony Lichtenberger was approved for membership.
- **Resignations:** Five associate members (Alex Coldren, Chad Wickes, Jim Franey, Deb Deisher, Steve Kunkel) resigned.
- **Volunteer Hours Policy**
 - The new volunteer year runs from Feb 1, 2026, to Jan 31, 2027.
 - **Requirement:** 18 hours per member.
 - **Penalty:** \$270 fine for uncompleted hours.
 - **Tracking:** Log hours on the sheet in the clubhouse.



- **Membership Manual**

- The committee (Todd Weaver, Matt Kresge, Tim Earnest, Gary Wright) has drafted ~12 pages.
- Josh Collester will join the committee to provide a new member's perspective.

Club Operations & Committees

- **Committee Restructuring**

- **Rationale:** To focus committees on specific, task-based objectives.
- **Dissolved:** Building, Insurance, and Social Media committees.
- **Replaced:** The Building Committee is now a "Building Captain" role.
- **Audit Committee:** Now a temporary, annual committee.

- **Quick Reference Handbook (QRH)**

- **Purpose:** To create a concise, aircraft-specific handbook that resolves contradictions in the POH and is easily revised.
- **Next Step:** The safety officer meets with CFIs on Feb 17 for review before submitting to the board.

- **Social Media:** The club launched an Instagram account (@ReadingAeroClub).

- **Udvar-Hazy Museum Trip:** Jim Donnelly is organizing a carpool trip to the museum, similar to a successful trip from a few years ago.

Financials

- **Bills Approved:**

- Comcast Cable: \$124.99
- Airport Authority (Hangar Rent): \$1,259.09

- **Credit Memos Approved:**

- Deb Deisher: \$180 (refund for resigning associate member)
- Fuel Credits: \$652.68

Next Steps

- **Chris:**

- Coordinate with interior shops for 73K door panel quotes.
- Review and clean up Flight Circle squawk lists for all aircraft.

- **QRH Committee:**

- Meet with CFIs on Feb 17 to finalize the QRH draft.

- **Membership Manual Committee:**

- Continue developing the manual with new member Josh.

- **Jim Donnelly:**

- Organize the Udvar-Hazy Museum trip.

- **Josh:**

- Volunteer to provide food for the March meeting.

- **Steve Schory:**

- Conduct a gate pass training session after tonight's meeting.

Action Items

- **Clear Flight Circle squawks on 68B & 73K; verify 68B rudder pedal fix**
- **Sync Instagram w/ Facebook**
- **Collect \$100 initiation fee from Anthony Lichtenberger**
- **Add Josh & Matt to Membership Manual committee**
- **Provide March meeting food**



Comm One



- **Tim Earnest to schedule 2 Avidyne training sessions (weekday & weekend)**
- **Draft 46B panel/autopilot upgrade plan w/ budget & timeline for next board mtg**

Meeting Adjourned at 8:12 PM.



Comm One

