

# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

**Hear back/Read back** Years ago I was on a layover in Montego Bay, Jamaica. It was happy hour and I asked the pool bartender for a beer. The guy just turned around and walked away. I looked at my flying partner and raised my eyebrows ...WTF?!



In aviation we always acknowledge instructions or requests; that way the controller or pilot knows that whatever was said, was understood. At the bar in MoBay, I had no idea if the guy: a) heard me, b) understood me, or c) would bring a "Red Stripe" or a glass of milk. Now... obviously, I didn't expect him to say "Wilco" or "Roger" but

simple eye contact or a smile would have helped. So, what's the worst that could have happened - no beer, right? That's bad but in aviation the consequences can be much bigger. Think: incorrect altitude, heading, runway etc.

Without going into a deep dive of the AIM and the Pilot/Controller Glossary, here's an abbreviated guide to simply acknowledging instructions *and/or* reading back the instructions.

- You should always use your call sign - a simple "Roger" is insufficient and it *will* irritate the controller and cause him/her to ask you to read back again with the call sign.
- If the controller said the word "runway", you should read back (not just acknowledge) the instruction. For example you would read back: "Roger, Skyhawk 642SP holding short, runway 25", not just "Roger, Skyhawk 642SP".
- If you are given a clearance such as "Cleared to land" or "Taxi RWY 25 via...", you must read it back. If a controller assigns you an altitude, a heading, a runway...that *IS* a clearance. Read it back.

- If there's no clearance e.g. "Squawk VFR" or "Maintain visual...", then a simple acknowledgement is sufficient.
- Pay close attention to the controller when he reads back *your* transmission; (the "hear back"). This is where misunderstandings can be nipped in the bud.

Hear back/Read back is a radio skill that primary pilots learn in the first few lessons, but over time a casual comfort may cause us to ignore some of the requirements potentially leading to frustration on the part of a controller, or worse - an unsafe condition for us pilots.

p.s. Got the beer; canceled the emergency.

## Wash & Wax

This Saturday, Oct. 3rd. Rain date: Sun. Oct 4th. Come one/come all. Bring a friend or a kid. Put 'em to work. "Many hands make light work" (English proverb from the 1300s - when airplanes really sparkled!)

## End of the Fiscal Year

At the November membership meeting (11/2) there will be a detailed presentation of the fiscal year results. This is the customary presentation during which we review how we did during the past year with a look forward at the changes anticipated for the coming year.



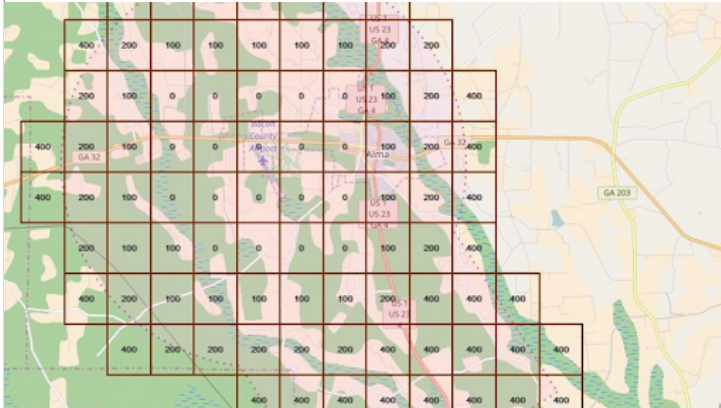
## From the Desk of CFI Steve - sUAS, LAANC, UTM, Drones and Part 107

What do all these new terminologies mean? In a slightly different topic from manned aviation you may have heard of Drones. Also known as sUAS (small Unmanned Aircraft Systems), which for commercial operations fall under 14 CFR Part 107. I've been following the development of unmanned Aircraft Systems since 2015 and even started a startup providing aerial intelligence. A great starting point for learning more about drones is the FAA UAS home page, <https://www.faa.gov/uas/>.



sUAS are generally less than 55 pounds, must fly: in uncontrolled airspace, under 400 feet, during the day, below 100 mph, yield right of way to manned aircraft, must NOT fly over people and must not operate from a moving vehicle.

Important note, these small UAS rules include options to apply for a certificate of waiver or airspace authorization/waivers, which allows for operations to deviate from certain rules, including controlled airspace.



The FAA established a data exchange system called LAANC (Low Altitude Authorization and Notification Capability) that provides drone pilots with access to controlled airspace at or below 400 feet through UAS Service Suppliers. I've unsuccessfully applied twice to become a USS, hoping the 3rd is a charm next year. These suppliers rely on the newly published [UAS Facility Maps](#), that designate altitude ceilings and quadrants for flying in busier, controlled airspace. You may ask, where can I fly under LAANC?

[LAANC is available](#) at approximately 400 air traffic facilities covering about 600 airports. If you want to fly in controlled airspace near airports not offering LAANC, you can use the [manual process to apply for an authorization](#).

Drones are being used for a lot of different applications, [#DronesforGood](#) tag will highlight many use cases including, public safety, Search and Rescue (SAR), disaster assistance, assisting with C19 testing, last mile delivery, mapping, and lots more.

Another interesting development in the FAA Modernization and Reform act of 2012 (extended in 2018 through 2023), which directed the FAA to establish [6 UAS test sites](#) to support the FAA in



integrating UAS into the NAS. One of these sites is Griffiss International Airport, NY, managed by [NUAIR](#). These test sites are focusing their research and demonstration operations on supporting FAA advanced technologies and concepts such as, Beyond Visual Line of Sign (BVLOS), Counter UAS, UAS Traffic Management (UTM), Urban Air mobility, and more. Lots of cool stuff happening at NUAIR including a [50-mile BVLOS corridor](#) and [GeniusNY](#).



So, If you're interested in [becoming a drone pilot](#) or know someone who's interested in aviation but not yet ready to splurge on manned, sUAS are becoming a great gateway. To fly drones recreationally, you have to register your drone and follow some guidelines of a community-based organization like the AMA. To fly commercially, you need to get a FAA remote pilot certificate. Good news as a current part 61 pilot certificate holder, you simply successfully complete a part

107 online training course, found at [www.faasafety.gov](http://www.faasafety.gov), and complete an 8710. Much more info on this under [advisory circular AC 107-2](#), see 6.4.2. Happy to assist you with the process and/or talk more... Fly safe

Thanks,  
CFI Steve



**Next Membership Meeting**

Monday, Oct. 5. 7:30 p.m.  
Calvary Bible Church  
144 Readington Road  
(There will be a "virtual" GoogleMeet option - stay tuned)

**Fuel Prices**

(Help your club; buy it cheap!)

Central Jersey	\$3.80
Somerset	\$4.20
Sky Manor	\$4.34
Solberg	\$4.79 (Must use the Phillips card)

**New BSAA Chat**



Looking for a buddy to fly with on short notice, quick chat on what's open or where to go, have a quick question? Try out our new group chat feature via groupme chat app. It's easy; it pushes to your texting service.

[\\*Click\\*](#)

**Engine Runups at N51**

- Request from airport owners.
- When departing RWY 22, please do NOT do your engine runup in front of the hangar.
- Runups can be done in the tie-down parking spot or in the taxi/tie-down area just southwest of the hangar and east of the parallel taxiway.

**Blue Book**

The timekeeper respectfully asks that all members make *legible* entries in the Blue Book. And please double-check your math. Incorrect times and hen-scratch make for extra work.



**Mark's Compliance Corner:** Placeholder

**Mark's Know Your History Quiz:**  
Placeholder

**Answer to previous Know Your History Quiz:** Placeholder