

CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

Winter Ops.... IT'S GETTIN' COLD OUT



Engine Pre-Heating

- ◆ If the temp has been below 32°, pre-heat the engine,



- ◆ ...unless it's flown in the past two hours.
- ◆ With temp < 20°, pre-heat approx. 30 minutes.
- ◆ Temp >20°<32°, pre-heat 15-30 minutes.
- ◆ Pre-heater output should be around 250° (max 300°), controlled with the red knob. Everything you need to know: <http://www.blueskyaa.com/members/miscdocs/pre-heating-in-winter-weather>

Deicing

- ◆ Remove frost, snow, and ice from all critical surfaces.
- ◆ No hard plastic ice scrapers. Use the broom or a soft brush.
- ◆ Don't pound on the skin to break the ice.
- ◆ Automobile windshield fluid can be used as a deicer BUT ONLY on the aircraft skin - NOT the windshields. Sprayer in shed.
- ◆ Turn prop with care - key out and mags OFF.



- ◆ Both aircraft should be left with one blade pointed down at 6-o'clock. (This allows precipitation to drain out of the spinner, preventing ice damage.)

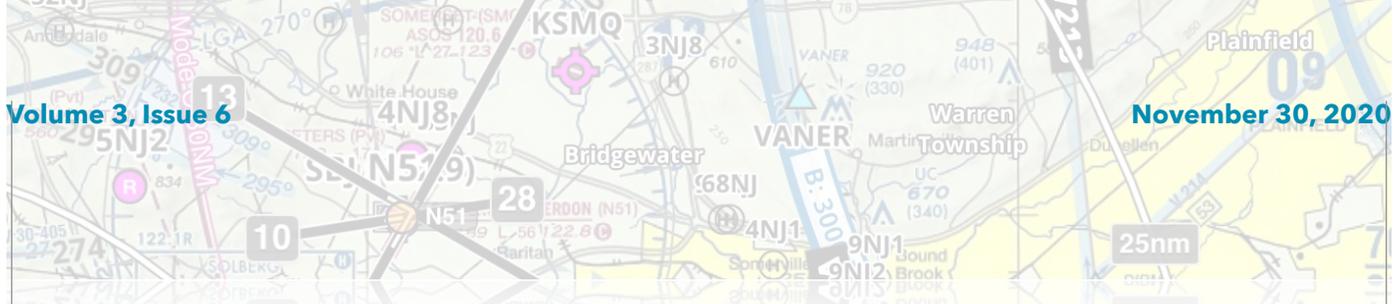


- Tom Halvorson will give a safety presentation on winter flying at the next membership meeting [12/7].

Personal Data on Schedule Master

Please monitor your currency and FAA requirements in Schedule Master including Medical or BasicMed requirements. Go to "My Account", then "My Profile". Click on the "Pilot Personal" and the "Status" tabs to make changes. Don't forget to hit:

Save



Who Files VFR? CLICK-CLICK

I must admit, I do a lot of VFR flights and don't always file a VFR flight plan. We may feel that we have Flight Following, so ATC knows where we are if we have a problem. Our GPS-based ELT informs the right people if something has happened. And, we might forget to cancel the flight plan, which results in someone starting to look for us, wasting time and money.

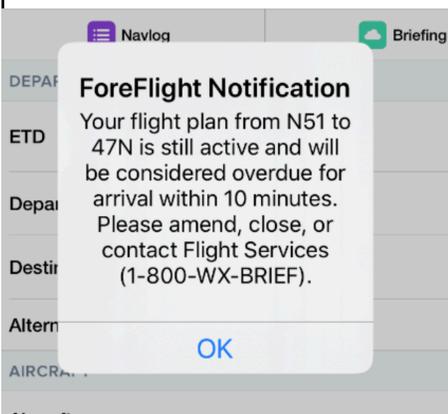
In the IFR world we always have a flight plan and a clearance, and it stays active until canceled. The controller reminds us to cancel in the air or on the ground before turning us over to CTAF. But who reminds us to do this with a VFR flight plan?



Here are reasons to consider filing a VFR flight plan:

1. Many accidents happen on takeoff and landing, and this is a flight phase where we may not be talking to ATC;
2. ELT's do not always activate;
3. Someone may not see us go into the trees.

(This happened at night at Somerset and the plane was not found for a couple of days. By then, the pilot was deceased.)



So, with a ForeFlight App (maybe other Apps as well) it is easy.

You already have your VFR flight plan loaded – just click the ForeFlight button to file.

When your done with the flight – click the ForeFlight button that closes the flight plan

If you forget, ForeFlight gives you a “pop up” on your App pictured here, after your flight was supposed to land.

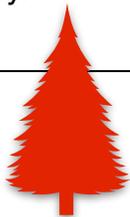
So, consider it: Click Click and Done.

Tom Halvorson, CFII

Taxiing on the Grass.



Recently several members have taxied into parking over the grass, leaving deep ruts. It's certainly easier but carries a risk of damage. A simple walk-over inspection may not be a good test. "You break it; you own it". If you leave ruts in the grass, they must be repaired - flattened, filled, and seeded. There have also been reports of mud footprints on the wings (3DS) and mud covering the tires. The airport owners and club request that you respect the property.



Flying to the North Pole this Month? Review your [approach charts here.](#)

The Annual Banquet.

It's postponed until Spring (hopefully)... but you knew that. But you *didn't* know that we are still having the annual quiz. Sorry, no prize - but give it a go. You've got nothing to lose (and nothing to win)!

[Click Here - Take the Quiz.](#)

History Department: In 1909 the French aviator, Louis Bleriot, became world-famous for making the first flight across the English Channel in a heavier than air aircraft. Seventy years later, in 1979, amateur cyclist Bryan Allen flew a human-powered aircraft, the Gossamer Albatross, across the Channel, setting another record. It took Bleriot a total of 36 minutes and 30 seconds to complete the 22-mile flight. Allen made the crossing in 2 hours 49 minutes achieving a top speed of just 18 mph and an average altitude of less than 6 feet.



Next Membership Meeting

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

Safety Presentation: [Winter Flying VFR/IFR](#), Tom Halvorson

Fuel Prices (in order of price)
 (It helps your club when you buy it cheap!)

Central Jersey	\$3.80
Sky Manor	\$4.19
Somerset	\$4.20
Solberg	\$4.79 (Must use the Phillips card)

It's your money! Use it wisely!

Careful pilots pay attention; careless pilots pay a price.