



CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957



And the Winner is... (drumroll please)... Michael Zsilavetz!! The BSAA 2020 Covid Quiz was played by 17 members. Mike got a score of 7 out of 9 questions - the best of any non-CFI. Isa Abbassi also scored a 7, but it has been past practice to *not* award CFI's with any medals (They're lucky they're allowed to play). Mike has earned the **Medal of the Order of His Holy Airworthiness**. Next time you see Mike...Bow Down!

“You don't need a weatherman to know which way the wind blows.” But it helps to know what he means - true or magnetic.

These weather products report the winds in **true** directions: METAR, SPECI, TAF, ASOS/AWOS (written), and similar written products like DigiWx, Digital ATIS, and Winds Aloft.

These weather products report the winds in **magnetic** directions: ASOS/AWOS (transmitted), and similar transmitted products like DigiWx, ATIS (with a human voice *or* a synthesized voice), Surface winds from a controller.

The rule of thumb: If you read it, it's true; if you hear it, it's magnetic.

Airworthiness - A pilot's responsibility

There are many things we pilots are responsible for including preflight, weather and knowing everything about a planned flight. An additional responsibility is logbook assessment for required maintenance, e.g., annuals and AD's.

While our maintenance team at the Solberg Maintenance shop and Bill Sundburg do an excellent job to ensure that appropriate maintenance is done, it is still each pilot's responsibility. To assist our members in this endeavor is the Maintenance schedule on our Website. It includes required maintenance inspections and is an easy review at Maintenance – BSAA (blueskyaa.com). Because of color coding you can quickly see if something is past due as the background will be in red. If it is coming due it is orange. The other listed items have the dates due or Tach time due. So not only can you be “relatively” confident that things are up-to-date, you can help the club by reminding the board if something went past the date/tach time that we have specified for the next maintenance check and determine in part, if the plane will be airworthy for your flight.



Be reminded, some expiration time frames are based on standard or required practice, service bulletins or AD's. Consequently, if a date is past due in many cases it is “legally” airworthy to fly but not always. Consequently, if it is past due, please speak to Bill Sundburg, or any board member if you are uncertain. But remember, the pilot is ultimately responsible and the actual logbooks will confirm work done.

Lastly, if you are aware of a repeating AD that is not on this spread sheet let the Board know and we will add it.

Tom Halvorson CFI



A happy engine on a cold day



It's about time The single most important thing in precise navigation is being able to accurately measure time. This interesting short [article from Avionics News](#) discusses the evolution of modern long range aircraft navigation systems from DR to Decca, LORAN, NAVSTAR, and GPS. Thanks Bob Doyle for forwarding.

View from the Hangar

N642SP 2SP is scheduled for its annual from Feb 8 - Feb 19. Maintenance Officer, Bill Sundburg had this comment: "Apart from the annual, we will have some of the plastic in the interior replaced, a new rug, all new seat belts, and a few other repairs to make the plane 'pretty'. It is our belief that members will take better care of the planes if they look nice." [the planes, not the pilots]. We do expect this work to take the full 2 weeks."

N263DS In the hangar now.

The good news:

- Pilot's seat back has been repaired. We did not have to buy a new seat.
- Right brake master cylinder repaired. However, no fluid leak was found. The mystery may continue.
- Engine compression check was very good.
- Many problems in the fuel delivery system were discovered and repaired. These probably were the cause of hard starting.

The bad news:

- Serious problem with the nose wheel shock absorber found. Parts on order. Should arrive week of 1/25.
- Two bearings for the elevator push rod need to be replaced. This is the same problem we had with the aileron push rods last year. They have one in stock; the 2nd is on order; should arrive week of 1/25.
- Unlikely the annual will be completed before 1-29-21.



A big thank you to Otto Rossmeyer helping out - Dec 17.

Gimme a Brake.

How do we prevent flat spots on tires and minimize costly brake maintenance?

This [AOPA article](#) deals with the issue, and I encourage you to read it.

Here are a couple tips:

When landing keep your feet *low* on the rudder pedals, so you don't inadvertently apply the brakes too soon.

Use aerodynamic braking:

Some pilots retract the flaps immediately after landing to put more weight on the tires for better braking. This can be a good idea - but **ONLY** when conducting a *true* short field landing. It's also smart for that rare landing on a slippery runway.

You're giving up a significant amount of drag when you retract the flaps.

Consider using more of the runway to slow down before braking, leave the flaps down until off the runway and keep the elevator back as you slow down. You will be amazed at the effect of aerodynamic braking and you'll save both the tires and brakes – and money for the club.

Tom Halvorson CFII

ATC Zero No, that's not the grumpy tower controller at KTTN; it's the term used when a facility shuts down temporarily - usually for COVID cleaning. A recent (temporary) FFAST Team [Safety Notice](#) urges caution and good communication to pilots who may experience it. The FAA [maps these facilities](#) and issues NOTAMs too but still they can pop up without notice. Take a look - it's surprising how common this is.

Friendly Reminder from your BlueSky Timekeeper

- Please don't complete the Blue Book at the pump - wait until you are parked at the tie-down. Sometimes the tach rolls over another 0.1.
- When you do fill it out, double check your arithmetic. Mistakes snowball and are often not caught until many flights later.
- Write like you're in a penmanship contest - super clearly.

Next Membership Meeting - Virtual Only

Monday, Feb. 1. 7:30 p.m.

Meeting ID: 954 5845 2414

Passcode: BlueSky

[https://zoom.us/j/95458452414?](https://zoom.us/j/95458452414?pwd=SmFPWTkyUzhQR3VySHRtbjZmMk5tdz09)

[pwd=SmFPWTkyUzhQR3VySHRtbjZmMk5tdz09](#)

Presentation on "New" Skylane

Fuel Prices (in order of price)

(It helps your club when you buy it cheap!)

| | |
|----------------|-------------------------------------|
| Central Jersey | \$3.99 |
| Sky Manor | \$4.19 |
| Solberg | \$4.29 (Must use the Phillips card) |
| Somerset | \$4.65 |

It's your money! Use it wisely!