Volume 4, Issue 2

March 31, 2021

CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

SAVE THE DATE:

Wash and Wax. Springtime wash and wax will be held on **May 1st** from 9-2pm. Rain date: May 2nd 9-2pm. Come one, come all.

COVID-19 Vaccine The FAA has issued guidance. Don't fly for 48 hours after receiving a vaccine. Pfizer, Moderna, or J&J all carry the same restriction. **FAA FAQ.**

LED Rotating Beacons

Coming to an airport near you - (hopefully to Solberg)… First there were bonfires and smudge pots, now LED technology has reached the rotating beacon. The first one has been installed and is operational at Boca Raton, FL [KBCT].

It's the first public use airport to receive FAA approval for the technology providing stronger light, better focused (meaning less light pollution), using far less energy, and promising less maintenance.

And Then There Were Three Blue Sky is back to a three plane fleet - just in time for the busy summer flying season. Brian emailed **this document with all the details on N9758H. Please read it**. In a nutshell:

- 4-hr max schedule until April 11, then resume normal scheduling.
- Fam. flight required with a **Blue Sky CFI** and High Performance endorsement. (Get your key from CFI)
- Engine break-in (approx 25 hrs) requires: 1 hr. flts, no touch/go, & no maneuvers.
- Visit the **Blue Sky webpage**. Download all your docs & info

Post Maintenance pre-flight Inspections People make mistakes; that's why they put erasers on pencils. When an airplane is in the hangar for maintenance it can be touched by many hands, leaving many opportunities for missed communication and forgotten items. While our maintenance techs are very professional, "to err is human". We don't necessarily know what panels were opened, what cables adjusted, etc.

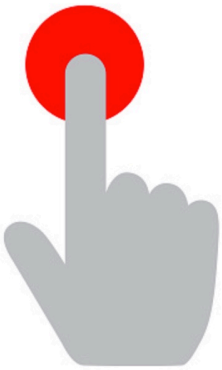
If possible, it's a great idea to chat with the mechanic. "What was it in for?, Find anything unusual? Did you replace anything?"

Always *assume* something's wrong. If you adopt this attitude, it will heighten your awareness and lower your tolerance for complacency.

The FAA calls these inspections "Advanced Preflights" and has a **simple two-page flyer** that highlights some important aspects.

Autoland Features Automation has been penetrating general aviation for many years - from inexpensive GPS navigators to advanced two axis autopilots. Recently new airplanes are being certified with envelope protection including pitch, bank, speed, and AOA limiters. I've flown a 172 that wouldn't allow stall practice or steep turns until the feature was disabled.

Now some new airplanes are being certified with an emergency autoland feature. These are not the same as CAT III autolands conducted by airlines but instead, only to be used for emergencies such as pilot incapacitation.



The feature, called Emergency Autoland or EAL (gotta have an acronym) can be manually activated by a pilot in distress - or even a passenger. EAL also contains sensors that determine erratic flying. In that case the system stabilizes the plane, then - lacking a pilot response - activates. Next, it automatically squawks 7700 and transmits: "*Mayday, Mayday, Mayday, November One Two Three Four (N1234), Emergency Autoland activated, standby for more information"* on the currently selected frequency *and* on guard - 121.5. Twenty five seconds later, in time for ATC to react, EAL announces its position and intent (landing on RWY 00 at XYZ airport in x-number of minutes). It maneuvers the aircraft onto final approach, avoiding prohibited areas, terrain, and significant weather. EAL also announces it's position on CTAF or the appropriate frequency. It even announces maneuvers to passengers in the aircraft. Then, after landing, it announces e.g. "*Disabled aircraft on RWY00 at XYZ airport"* every 90 seconds. [EAL won't clear the runway.]

There are a few other things EAL hasn't solved… yet. It doesn't check NOTAMs or the status of Special Use Airspace. It also has no way of avoiding other traffic. It can only land at an airport with a GPS or RNAV approach and it may land in the opposite direction to current local traffic. It also doesn't interface with ATC.

Op-Ed I have had the pleasure, perhaps displeasure in some cases, to fly many different planes - from different flying clubs, different flight schools, and different owners.

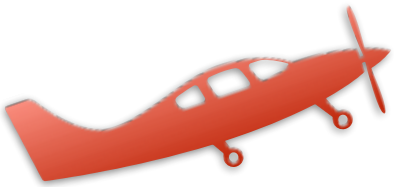
Other than the high-end aircraft and a few private owners' planes, which are kept in top notch shape, there's a common thread. While they have generally been safe, airworthy, and decent training platforms, some of these planes had electrical anomalies, avionics that had data bases that were older than me, and/or GPS' that do not come close to ours at Blue Sky. **(cont.)**

Op-Ed (cont)...I have been in 5 different flying clubs in Minnesota and New Jersey, flown in planes from a few other New Jersey Flying Clubs and from flight schools and, comparing the quality and currency of avionics, and maintenance, none of them can compare to our planes.

While others talk about upgrades that they "plan" to do, BlueSky actually *does* them, e.g., WAAS GPS, CO Detectors, USB power plugs, 406 MHz ELT's, interior improvements and more. BlueSky has also committed to the future with a plan to have a Technically Advance Airplane (TAA) upgrade next winter. Who else has reserved the funds for aircraft purchases and new avionics like the BlueSky club has done? Maybe that is why we have not lost a member in the last year!

Proud to be a Blue Sky'er.

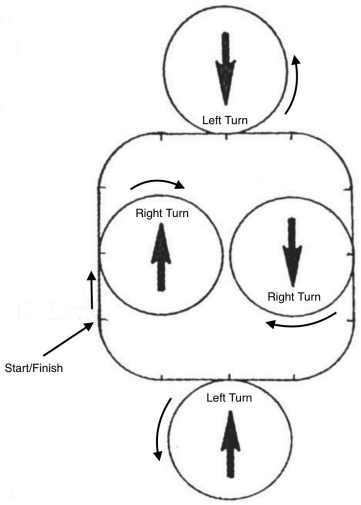
Tom Halvorson CFII



Editor: Roger Harris

The Oscar Pattern: 12 Minutes to a Better Pilot

There are so many ways to practice instrument flying. Here's one that will put you through the ringer. The "Oscar Pattern" is a symmetrical pattern with two climbing 360º turns and two descending 360º turns… both at 500 fpm. Start on a cardinal heading (or not), at or above 3000'. Obviously, it requires a good instrument scan but you've also got to include constant precise use of the clock - something that we don't typically do repeatedly. Each straight segment is 15 seconds long, each 90º turn is 30 seconds, and each circle (when flown properly at standard rate) is two minutes. The whole thing should take about 12 minutes. If it's too easy, give yourself a shifting airspeed - say 90 kts for the climbs and descents and 110 for the level portions. Now cover the DG.



Next Membership Meeting - Virtual Only

Monday, April, 5 7:30 p.m.
Meeting ID: 994 5216 6573
Passcode: BlueSky
https://zoom.us/j/99452166573?pwd=VDJCZzNuNkxpV096TjNIaUJrY0lwUT09

Fuel Prices (in order of price)

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

Central Jersey	$4.40
Sky Manor	$4.69
Solberg	$4.79 (Must use the Phillips card)
Somerset	$4.90

It's your money! Use it wisely!

"Every takeoff is optional, every landing is mandatory."