



# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

## SAVE THE DATE! Annual Membership Banquet Friday evening, Nov 15, 2019.

This is the one event that brings more members and their guests together than any other Blue Sky function. This is the time we really are a "club" and we can spend an evening with good food and good friends. It's also a great time for significant others to meet and discuss destinations.

All new members are encouraged to attend since this is where you get the best opportunity to meet your fellow pilots. If you have friends who are not members but might want to attend, they'll be welcome too, space permitting.

### Bridgewater Manor

1251 Route 202/206

Bridgewater, NJ 08807

**please note: new start time this year!**

7:00 pm - cocktail hour

8:00 pm - dinner

Cost is \$48.00 per person  
(The cost will be placed on  
your monthly bill)

## To Log or Not to Log: That is the Question ...

The definitive guidance on logging PIC time is found in FAR 61.51, which we'll get to in a moment. But first, we must separate the notion of who is the *acting* PIC from the person(s) permitted to *log* PIC time. These can be two different individuals. This distinction is often a source of confusion.

Regarding the acting PIC, the FARs under 1.1, 61.23, 61.57 and 91.3 all combine to say: Every flight needs to have an acting PIC, and that individual needs to possess a current medical (or otherwise qualify under Basic Med), be current in terms of a flight review and takeoffs/landings, and hold a valid rating for the aircraft flown (including any necessary endorsements). The acting PIC "is directly responsible for, and is the final authority as to, the operation of that aircraft". There can only be one acting PIC on any given flight, typically declared before the flight begins. The acting PIC can be the manipulator of the controls or not. They can be in the left seat, right seat or seated in the baggage area for all the FAA cares, but they are responsible for all aspects of the flight.

Regarding who is permitted to log PIC time, 61.51 spells out two very simple rules to follow: The person logging PIC time simply needs to be rated on the aircraft, and must be the sole manipulator of the controls. Note that it doesn't matter whether this person is the acting PIC. If an individual is operating the controls and is rated on the aircraft, that's PIC time. Also note that this pilot doesn't need to be current in the airplane and needs neither a current medical nor requisite aircraft endorsements. However, if recency of experience is not met or the medical is not current,

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someone must be aboard who is qualified to act as PIC, since those particular requirements are not met.

Let's look at a few examples of how this works in practice:

You wish to solo an airplane for which you are rated, are current, and have a current medical, in order to brush up on some skills. In this case you are legal to act as PIC, and you may log all the time as PIC time since you are the sole manipulator of the flight controls and are rated for the aircraft. Easy peasy.

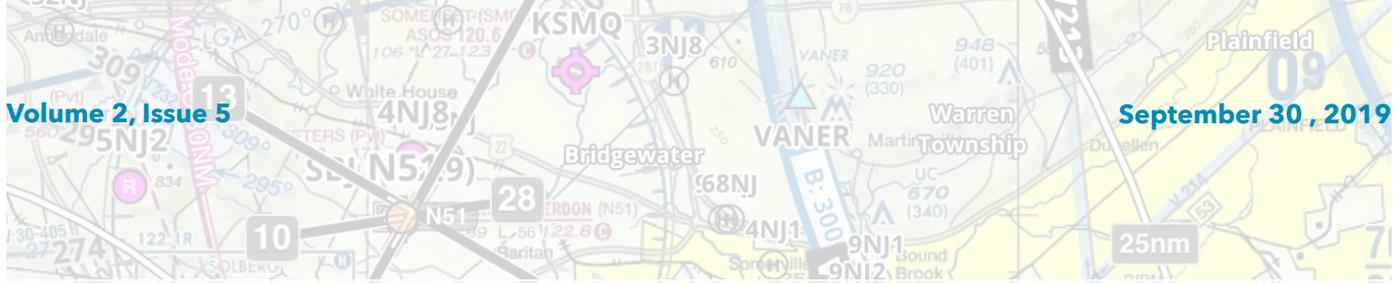
Now assume the same example, but your medical has lapsed. You cannot act as PIC. However, if you have a friend who otherwise has a current medical, is rated (with any necessary endorsements) and current in the aircraft, and agrees to act as PIC for the flight, then by all means go out and fly! You get to log the time you spend while sole manipulator of the controls as PIC time because you already hold a rating for that aircraft, regardless of whether you are current or hold a current medical. (Note of caution: depending on how rusty you are, choose your pilot wisely.) You log the time spent flying, and the acting PIC logs no time, since she/he was not the sole manipulator of the controls. (Sorry acting PIC.)

However, there is hope for an acting PIC to log time when not sole manipulator of the controls. Indeed, FAR 61.51 does allow TWO occupants of the plane to simultaneously log PIC time under certain conditions. The regs allow this as a concession for pilots needing to meet insurance requirements or looking to build PIC time, ostensibly in pursuit of a rating or job opportunity that has an hours requirement attached to it. FAR 61.51 allows for any "required crewmember" acting as PIC to also log PIC time even if they are not sole manipulator of the controls. Here's how it works:

You hold an instrument rating on your private pilot certificate and wish to make a flight to brush up on instrument skills. Let's also assume that the flight will be conducted in VMC, so the only way to practice instrument techniques is to simulate instrument conditions using a view-limiting device. This situation means you'll need a safety pilot aboard as per FAR 91.109, and who becomes a required crewmember who will look for traffic and cloud avoidance while you are under the hood. Under 61.51(e)(3) both pilots get to log PIC time, provided that the safety pilot is qualified in all previously discussed respects to act as PIC and agrees to do so. You, the pilot flying, get to log PIC time because you meet the two simple criteria already discussed: you are rated for the aircraft and you are sole manipulator. Period. Again, it doesn't matter whether you are current in the aircraft, possess any related endorsements, or have a current medical.

The acting PIC of the flight also gets to log PIC time because she or he is a required crewmember, given that more than one pilot is required for a flight in simulated instrument conditions, AND she/he is acting as legal PIC for the flight.

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Also, flight instructors may log PIC time "while acting as an authorized instructor", regardless of whether you are the acting PIC or sole manipulator of the controls.

Here's a [great AOPA article](#), and another by popular columnist and [flight instructor Rod Machado](#). Both provide real-world examples that we often encounter. Hopefully this discussion and theirs will make you better-informed when the debate of logging PIC time comes up at the next pilot gathering.

**Paul D'Auria, Gold Seal CFI MEI**

### Another Successful Wash & Wax Sept 14th



The two Cessnas were washed, waxed, and vacuumed. [The Diamond will be done professionally.] Washer/Waxers: Brian, Lou, Bill, Sandeep, Mike, Tom, Jeff, Bob, Harvey, Roger, Tomas, Ray, and Mark.



Thanks to all who came out to help on Saturday, Sept 14...

...especially those who worked so hard washing and waxing.

*Make no mistake, flying is expensive.*

## VFR or IFR, The Sim can help

I have had the pleasure of working with numerous members and others on the new Advanced Training Device at Solberg and have found it incredibly helpful.

In our initial private pilot training and IFR training we all learned that proficiency is critical to safety – but time and costs frequently get in the way.

The new Sim (Advanced Training Device) at Solberg helps solve this. Have you ever wanted to stop a flight in mid-air? Well you can in the Sim – hit the “pause” button. Then think about a better way to handle something or let your instructor give input and try again. You can instantly return to a starting point or do something entirely different without wasting time and money. Enhance your ability to manage a flight if you unexpectedly get into IMC conditions. It is no substitute for IFR training, but it can help you stay proficient enough to get out of trouble.

Go to [www.mysimacademy.com](http://www.mysimacademy.com) to sign up and schedule. Mike Terusso, the owner of the “SIM” can help you find an instructor or bring your own instructor and add improved competency and proficiency to your flying skills.

Happy and safe flying! -Tom Halvorson CFII

### Mark's Compliance

**Corner:** Did you know that, in addition to all other requirements, you must have logged at least 100 hours PIC before being able to fly 6RE? Also, did you know that you'll need a Proficiency Checkout if you have not done three Take Offs and Landings in 6RE in the past 90 days? See sections 7.5 & 7.6 of the Operating Instructions for more details.

**Mark's “Know Your History”:** There have been discussions in the past couple of years about purchasing a fourth airplane. What is the highest number of planes the club has owned at one time? What types? What happened and why?

### Answer to previous “Know Your History”:

Through out the years, the club has lost three planes (a Cherokee, a Skylane, and a Bonanza) to flight related accidents involving a club pilot. But perhaps more interesting is that the club has also lost three planes to “Acts of God”. In 1965 a freak windstorm hit the Solberg airport. One of our planes (a Cessna 150B) was ripped from its moorings and slammed into another of our planes (a Cessna 170B). Both planes were destroyed to the point that their wreckage was sold for \$1,300, combined. In 1982, one of our planes (a Cessna 182) was destroyed at Oshkosh. This was also due to a violent windstorm. In this case the windstorm threw two other planes on top of ours, destroying all three. All the planes were tied down but high winds ripped the stakes out of the wet ground. Our 182 didn't break loose but was totaled when the other two planes fell on top of it. The three members who had flown the 182 to Oshkosh had to take the bus home. But that's another story!