

CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

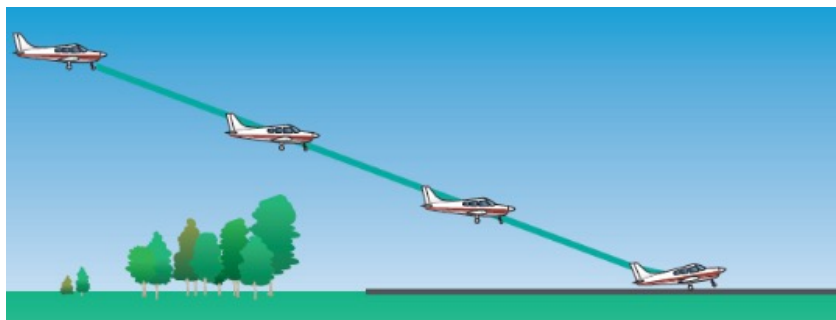
The Stabilized Approach

Statistics prove that landing incidents and accidents are typically preceded by unstable approaches. Landing long, landing short, landing off-center, poor crosswind technique, hard landing, runway overrun or excursion. These can all be results of being unstable. The FAA says that a pilot is flying a stable approach when he or she establishes and maintains a constant angle glide path towards a pre-determined point on the landing runway.

In order to maintain that constant angle glide path, it is critical to have the airplane in its landing configuration i.e. flaps and gear in the landing position at some pre-determined "gate". Typically that gate would be 1000' AGL when IMC and 500' AGL VFR. But it's not *just* the configuration that is important. It's also pitch, power, airspeed, and descent rate. So, a stable approach is one in which the plane is:

1. At approach speed.
2. At appropriate pitch angle.
3. Power set (only minor changes).
4. Fully configured.
5. Constant descent rate.

A pilot who changes any of these parameters when close to the ground opens up a can of worms. It will be much harder to guide the plane smoothly and accurately to the landing zone. A float, a bounce, a stall, a PIO (pilot induced



oscillation) - these scenarios can all have bad endings if they're not avoided.

A note on power: Obviously changing flap or gear positions low to the ground is unsafe. And, aside from minor fluctuations, approach speed shouldn't change either. So that leaves pitch and power. In a perfect no-wind smooth situation, power changes should be minimal, but that's not always the case. Referring to the underlined definition in the first paragraph helps to understand that in order to maintain that constant glide path and pitch, *power* can be viewed as the tool to keep pitch, airspeed, and descent rate within limits.

Predictable, low-workload landings in the touchdown zone are the safe result of stabilized approaches. Make it easy. Don't fall into the trap of perceived operational pressure (ATC, passengers). Don't get sucked into "continuation bias", where you are geared towards continuing, and never attempt to salvage a lousy unstable approach. There is NO shame in a go-around.



BasicMed Reminder: As of May 1st, BasicMed is two years old. If you took advantage of BasicMed when it first became available, don't forget AC-68-1A. It states that in order to act as PIC, you must have completed a "medical education course" within the past **24 calendar months**. You may be in need of that [medical self assessment course](#) now. AOPA has one, and it's free.



Photo by Tyler Harris - somewhere over West Virginia



Mark's Compliance

Corner: Did you know that if you depart in 3DS at full weight (full tanks, about 3 adults, and no baggage), you have to fly for at least two hours before you can land? See 3DS POH for details & reasons.

Mark's "Know Your History": Feels like we have been based at Solberg forever. But that is not the case! Blue Sky has had other home base(s). Do you know how many? Where? How long at each?

Answer to previous "Know Your History":

We've owned nineteen aircraft over the years. This included a Straight Tail Bonanza, a couple of Twins, and various Pipers/Cessnas. Most of us fondly remember the Archer, N3917M (if you don't, pay attention to the combination of the lock, next time you open the door to the shed). It served the club for 32 years! It was sold in 2016. At the time of sale, the plane was 41 years old and had flown in excess of 11,000 hours. On the other hand, the shortest lived plane we owned was a Cessna 150 which got destroyed in a twister that hit Solberg only about 2 ½ months after it was purchased.

Tom's Comm: Successful communication always starts on the ground!

Understand the difference between the audio panel and the comm panel.

If your radios and audio panel are not set up properly you will have a communications challenge for your entire flight. Here are a few important tips to get you going:

Did you know that the volume you set on the audio panel has nothing to do with the audio you hear on the radio?

Before takeoff make sure your audio panel (interphone) volume and squelch are set properly so you and your copilot can speak to each other. Set the volume so your "side tone" is appropriate and is set (separately) for the copilot. ["Side tone" is what you hear when you talk on your headset and is what your copilot hears when talking.]

If the audio panel squelch is too open, miscellaneous cockpit sounds will break the squelch and result in radio static.

To set the squelch, do a slow count to 10 while adjusting the volume and the squelch for the pilot side, and have your copilot do the same. If you are flying solo and hear static it may be the copilot squelch is too open causing the cockpit noise to break the squelch.

Note - this applies to the Skylane and Diamond which have

independent pilot and copilot audio panel volume and squelch controls. The Skyhawk has a "VOX" button on the audio panel that you hold down for 2+ seconds to automatically set or reset the audio panel squelch.

If the audio panel squelch is too closed for you or the copilot, you will not hear any side tone when you speak or will not hear the side tone of your copilot if that squelch is too closed.

Squelch on the Comm radios. On the Garmin 430/530 squelch is automatic. It is on or off and is turned on by pressing the volume button.

To set the volume properly, push the volume button once to turn off the squelch. You will then hear static. Set the volume so this static is the right level for you. Then press the button again to turn the squelch back on.

If your headset has volume control, it is helpful to ensure that the volume is set high before you set the audio panel and GNS volume.

By setting the radios properly on the ground you can minimize communications problems in the air.

News you can use:

Next Membership Meeting

June 3rd, BBQ @ 6:30pm, meeting @7:30pm
Bring some stuff to grill and share, family too.

Simulator Demonstrations: starting before the BBQ: 10-15 min.

Presidential TFRs

When Presidential TFRs are in effect Blue Sky planes will be parked at 47N Central Jersey Regional. We have three drive through parking tie downs on the north side.

Cheap fuel

Central Jersey	\$4.50
Sky Manor	\$4.89
Solberg	\$4.79 (Must use the Phillips card)