



# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

**It's that time of year:** As the cold weather sets in, a couple quick reminders to the membership:



- **Pre-heat.** All three airplanes have the same requirement. If it has been below 32° in the two hours prior to your flight (and the engine is cold), you need to preheat the engine. Here's a [link to the Operating Instructions](#). There's also a YouTube video on the [use of the preheater](#).
- **Frost on the wings & stabilizer** - don't fly with it. There's a soft broom in the shed and there's also a sprayer with deicer. And then... there's the sun.
- **Engine starts.** Mind the battery crank limitations and prime the engine properly. (Monitor fuel flow indicator while priming)
- **Prop blade.** Leave one blade at the six o'clock position. This allows water to drain out, preventing ice damage to the spinner and prop hub.

**Your opinion needed; vote here:** The Board is always looking for areas to save money. The Sirius XM weather costs roughly \$2,000/year. It is available on the Skyhawk and Skylane only - through the Garmin 396. All three airplanes already have the same weather information available through the GPS 430/530 via ADS-B [FIS-B] and displayed on your iPad through the Flight Stream 210. Should the club continue the Sirius XM weather subscription - Yes or No? [Please click here to vote now.](#)

## Practical Test Advice (from an expert)

Byron Hamby, Designated Pilot Examiner [KSMQ]

Practical tests are, in many ways, like a job interview. I enjoy when an applicant has all the required documents readily available. Sometimes the applicant produces a medical that has been stuffed in their wallet for many cross country flights. Logbooks can be the biggest problem. Many pilots have never even signed or written their name in their logbook. Not having totaled up hours, which are required to be checked takes even more time. And of course, the hours entered must meet the minimum standards. And please avoid using a "magic pen" to ensure a pilot meets those hours.

After all documents including the maintenance records are reviewed, the applicant will have to log into IACRA. (Know your password). As for the practical test, I go directly to the ACS (AIRMEN CERTIFICATION STANDARDS). I often have applicants that have not read or reviewed the ACS, which sometimes results in a Notice of Disapproval. The ACS is one of the most important documents. An applicant should know this prior to the practical test.

**50,000 Pilots on BasicMed** The number of pilots using BasicMed has broken 50,000 in just over two years.

As a refresher: Eligible pilots can carry up to six occupants, up to 6000 lbs, up to 250 knots, up to 18000'. As PIC, you must have a comprehensive medical examination using an FAA med exam checklist completed by a physician every four years (actually 48 months to the day). And you must complete an online medical education course every 24 calendar months. Need more info? See FAR 68 and visit the AOPA website for all you need.

**Takeoff Hazards...Are you prepared?** A recent AOPA Podcast reviewed an engine failure in a Cessna Cardinal at 300 feet on takeoff. I credit these tips to that article. For us Blue Skiers we have another potential hazard - deer. Deer sightings are not uncommon at N51. Briefing for an engine failure during takeoff is always a good idea but a deer incursion may actually be more likely.

Deer can be present anytime but are more prevalent at dusk. Being prepared for a deer incursion on takeoff or landing at Solberg is important. What can you do to be better prepared?

Prior to each and every takeoff ask yourself "if a deer runs in front of me, what will I do"? (Once airborne Rudolf would be the only hazard) Unless you are already rotating at take off speed, simply pull power and put on the breaks. Insurance pays the bill and you won't get hurt. Trying to steer around the deer could lead to other unforeseen problems, and the deer may get out of your way on its own. And if the airplane is not yet at flying speed, pulling the nose up to "hop over" the deer is going to cause deceleration and could lead to a low altitude stall.



At least this one looked before he crossed.

How can you minimize the risk, particularly at night? Besides being prepared, consider performing a short field take off (not soft field because the pitch will be high, and you won't see the deer). This minimizes takeoff roll and time on the ground.

What can you do on landing, particularly at dusk or at night to minimize the risk? Here are a couple suggestions:

- a. Monitor CTAF for any deer pings.
- b. Be alert and prepared for a go around (self-brief it before landing).

Some pilots perform a low approach at night to scare the deer away but that is controversial and there is good reason *not* to do it. At night, deer are usually laying down in the grass. They do not lay on the runway and do not graze on the runway. By doing a low pass you may stir up the deer causing them to be more active when you come back around for landing.

Now let's review the engine failure at a low altitude. Again, being prepared for an engine failure is difficult but having a plan is key. So, think about this as suggested in the AOPA article.

What are your options at 100', 200', 300'... up to a safe altitude when you can turn back to the airport? (Do you know *that* altitude?) Generally speaking, below 300' you're going straight ahead; above 300' you can widen your options left and right as much as 45°. At Solberg, departing on RWY 4, there are a couple options: RWY 13/31 and Peters Field (4NJ8) off the end of RW 4. I suggest you take note on your next takeoffs and ask yourself, "If the engine fails



right now where will I go?" and commit those fields to memory.

The "startle" factor will delay your decision by a few seconds, or longer if you are less prepared. The AOPA article reminded that you'd be at a low speed and climbing. If the engine fails you have seconds to get the nose down to avoid a stall and little time to do anything but fly the plane onto the ground, into trees or whatever is out there. At 300' for example there is no time for any troubleshooting; just fly the plane.

If you decide you are high enough to turn back to the airport, a 180° turn won't work; you'll have to turn beyond 180° and then back the other direction to line up with the runway. So, know where the wind is coming from and turn into the wind; this will reduce your turning radius. Try it at a safe altitude some time, to see how much altitude you lose. For me it is approximately 1000' AGL (1200' MSL at N51) in the Skyhawk, but weight and environmental considerations will affect that and of course each airplane will be different.

Tom Halvorson

## News you can use:

### Next Membership Meeting

December 2nd, 7:30pm

Calvary Bible Church (Classroom 002/003)

144 Readington Road

Whitehouse Station, New Jersey

### Safety Presentation

The Value of Advanced Ratings and Taming "Checkride-itis"

Byron Hamby, Designated Pilot Examiner

### Cheap fuel

Central Jersey \$4.35

Sky Manor \$4.79

Solberg \$4.79 (Must use the Phillips card)

**Mark's Know Your History Quiz:** Twice in our history, Blue Sky was more than one club. Hmmm. Why? How?

### **Answer to previous Know Your History Quiz:**

The maximum number of planes that the club has owned at the same time is five. For about three years in the late 70's and early 80's the club operated five aircraft - two C172s, one C182, a Cherokee 180, and even an Apache. That variety and number of planes created administrative, operational, and financial difficulties. Eventually, two of the planes were sold or otherwise disposed of (accidents/incidents). The club reverted to owning three planes in 1986 and has remained at that number for the past 33 years. This seems to be the optimum number of aircraft for our membership, economics, and type of club.

### **Mark's Compliance Corner:**

Did you know that it is required that the gas tanks be filled if the **total** flight time, not just your flight time, since the last fill up is one hour or more (2 hours or more for the C182)? This is especially critical for the 3DS given the difficulty to measure the exact amount of fuel in each tank. Also, it is recommended that gas tanks be topped off after each flight to reduce the potential for condensation (Water / Ice) in the tanks and gas lines. See [sections 8 & 9](#) of the Operating Instructions for more details.