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CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

Wash and Wax The Club thanks the following participants for helping to clean 6RE and 3DS: Joe Blewitt, Tom Bubb, Aldo Gallelli, Tom Halvorson, John Horan, Eugene Mirecki, Mark Mohajeri, Brian Moor, Abe Nemani, Bill Sundburg, Steve Timko, Mike Zsilavetz.

Pop Quiz: Which photo shows a future BSAA President?

Approach Cancelation

[VOR-A at 47N] The FAA plans to cancel this approach on September 10th. The stated reason is that it is underutilized. It is an indication of the continuing move away from VOR approaches in favor of GPS. While SBJ VOR is not being decommissioned, there are 234 others around the country that will be gone in five years as part of NextGen airspace modernization.

Flight Following Do you use it? How often? On a cross-country? How about if you're practicing maneuvers? *Should you*? The answer to that one is "yes".

- You are responsible for traffic avoidance; with Flight Following, you've got an extra set of eyes - the controller's.
- If you have an emergency, just key the mike - assistance is that close.
- It's nice to know about a just-activated MOA or a pop-up TFR.
- Practicing approaches - adds the controller/pilot communication without the IFR separation requirements.

CAN YOU REALLY CLIMB THAT FAST - "The Devil is in the Details"

For IFR rated pilots, or future IFR pilots, you may wonder why there are multiple approaches to the same runway at some airports. The simple answer is to accommodate the varying avionics equipment in various aircraft, e.g., VOR only equipment, GPS (non-WAAS), WAAS GPS and many other systems not to mention the MON (Minimum Operational Network) as back up in case GPS goes down.

However, more puzzling to some of us is that some airports have two ILS approach plates, e.g. ILS Z RWY 19 & ILS Y RWY 19 at KRUT (Rutland, VT), or perhaps two GPS approach plates to the same runway. WHY would that be? Look at the KRUT Airport in your iPad app and try to figure it out. First you will notice mountainous terrain. Further, when looking at these two approach plates, the ILS Z has a Decision Altitude of 1451 MSL (664 AGL), whereas the ILS Y has a Decision Altitude of 2160 (1375 AGL). That's a huge difference. So if the ceiling is below 1375' AGL why not use the ILS Z? Logical question, BUT like most things in flying "The Devil is in the details".

Look at the ILS Z missed approach procedure and you will see that it requires a climb gradient of 425 feet per nautical mile to 3,200 feet Seems like it should be no problem but think a little deeper. Let's say your passenger, and spouse, not to mention the family dog surprised you and showed up for the flight. So you quickly do a weight and balance and know you are safe to leave an airport not too far from KRUT with full tanks. You diligently calculate your take off roll and climb performance because it is 90 degrees outside, so a very high density altitude, but still you know you can climb at maybe 700 feet per minute. No problem right? Think again! The plate states you must climb 425' per nautical mile and you are climbing at 80 Knots into a headwind after doing a missed approach. If there were no wind you would need to climb at 567 feet per minute at 80 Knots to achieve the 425 feet per nautical mile requirement and with an assumed headwind that should be no problem. Well maybe not. The missed approach requires that you turn almost 180 degrees which now takes you *downwind* and now the tail wind becomes a factor. So let's assume you had a 15 Knot headwind on landing and now at altitude, as you climb out in the missed approach, you have 30 knots on the tail.

So now, at your 80 knot airspeed, you have a *ground speed* of 120 knots. So that is 2 miles a minute requiring a climb rate of 2 x 425 feet or 850 per minute. Remember, it's 90 degrees and

you are near max gross weight. Can you climb that fast to 3200 feet MSL? Would you bet your life on it?

Now go back and take a look at the ILS Y RWY 19 approach and you'll see that with the higher minimums (1375 AGL), there is no special climb requirement. When you miss *this* approach, you are *already* at a higher altitude, so reaching the missed approach altitude will not be a challenge.

So the message is: "The Devil is in the Details". Think about your weight and balance, the density altitude, runway available, and your climb rate. HOW FAST CAN YOU REALLY CLIMB?

Tom Halvorson CFII

New BSAA Chat

Looking for a buddy to fly with on short notice, quick chat on what's open or where to go, have a quick question? Try out our new group chat feature via groupme chat app. It's easy; it pushes to your texting service.

Click

Bedminster TFR Here's a handy pdf with operating tips. ***Click***

News you can use:

Next Membership Meeting

August 3rd, 7:30pm

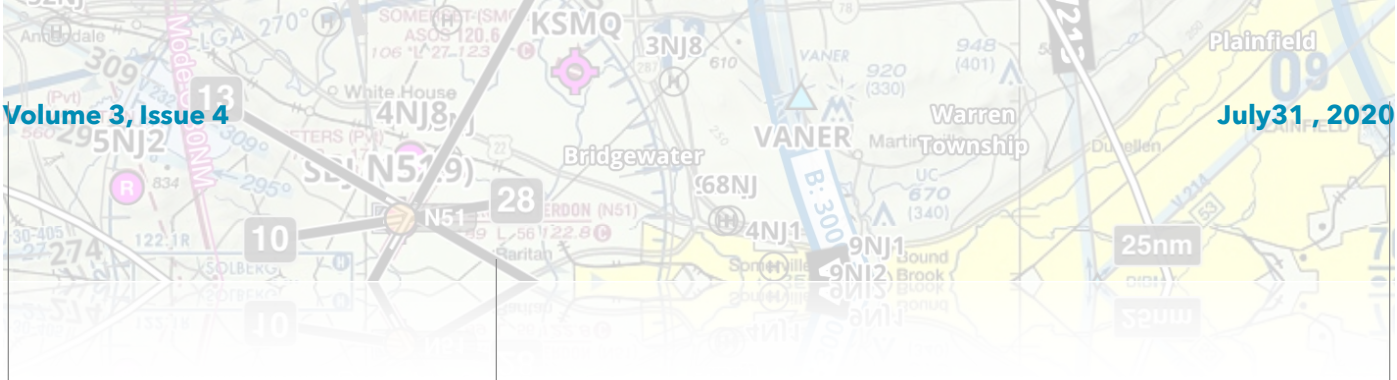
Ice Cream Social at 6:30 on the ramp

Bring a folding chair

Cheap fuel

Central Jersey	$3.80 !
Sky Manor	$3.99
Solberg	$4.79 (Must use the Phillips card)

You start out with a full bag of luck and an empty bag of experience; the idea is to fill the bag of experience before the bag of luck runs out.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3NJ8
Plainfield
Warren
Township
VANER
Bridgewater
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4NJ1
9NJ1
9NJ2
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10
13
N51