



# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

## THE OSHKOSH EDITION





## Density Altitude - Summer's When it Counts.



Spot the difference. Both of these pics were taken in 2SP. The left photo was taken on 12/26; the right one on 7/7. Both were taken on departure RWY 22 at N51, at 300'-400' AGL and within a couple knots. Look at the climb rate then check the OAT for the explanation.

**IAPs to Non-Towered Airports** When conducting an Instrument Approach to an uncontrolled airport, it's important to properly communicate your position on CTAF. For example, if you are on the RNAV GPS RWY22 at your hometown airport, do you announce this? *"Solberg traffic, white Cessna three miles from CAVZA on the RNAV GPS to 22. Solberg"* If so, it is pure Greek to the non-instrument rated pilot. Even if a pilot is instrument rated, he/she must know where CAVZA is.

There's a better way; it's safer and complies with FAA recommendations for traffic pattern entry. *"Solberg traffic, Skyhawk 642SP, 6 NE straight-in RWY 22, traffic permitting, Solberg."* [Advisory Circular 90-66B](#) recommends that you use your call sign and use clear concise language (for example *"6 NE, straight-in"*). The FAA doesn't regulate traffic pattern entry, just the traffic pattern flow. If you *do* conduct a straight-in landing, technically you are not entering the traffic pattern. You should be careful NOT to disrupt the flow of those airplanes in the pattern. By using the wording *"traffic permitting"*, you are politely stating your intentions and others in the pattern will often either make a short approach or extend their downwind to accommodate you.

There is lots of great information in the AC.

**Apps and Software:** “Spin-a-Wind” is a really simple app. It makes crosswind/headwind/tailwind components super simple. It will also do temp conversions, heat index, and wind chill and a couple other very basic computations. Check it out on the App Store.



**Maintenance at Outstations** - Let's say you fly to Harrisburg for the day, to visit a friend. You're faced with several airport choices, from the non-towered, grass strip to KMDT - an international arrival point. While you may prefer the relaxed, down-home grass strips, they may not be your wisest choice. Is there maintenance available there? Fuel? A vending machine? Available tie-downs? These are all things that should be part of pre-flight planning.

If you do develop a problem - it happens - Blue Sky Operating Instructions contain this language as guidance:

“Club members are prohibited from requesting maintenance services from the local maintenance facility, without the approval of the Maintenance Officer or a Board Member. If maintenance becomes necessary while a member is at an airport other than the airplane's home airport, it is the responsibility of the member to contact the Maintenance Officer or a Board Member prior to having the maintenance activity performed. Exceptions to this rule would include having the battery charged, or a flat tire repaired.”

Not a bad idea to have the phone numbers of the Maintenance Officer and the Board members at hand, just in case. And probably good planning to look at the possibility of needing a mechanic to fix something.

### Next Membership Meeting

Monday, August, 2 7:30 p.m.

BBQ @ 6:30pm, meeting @7:30pm

Bring some stuff to grill and share.

### Fuel Prices (ranked in order of price)

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

Solberg	\$4.79 (Must use the Phillips card)
Central Jersey	\$4.80
Sky Manor	\$5.14

**It's your money! Use it wisely!**