



CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

The Collision Avoidance Issue

Come up on "Twenty three-five".

Next time you're out drilling holes, with nothing to listen to, try tuning in 123.5. You might be surprised to learn that someone is practicing stalls over Round Valley, another pilot is doing commercial maneuvers five east of Doylestown, and yet another is practicing steep spirals at the "bend in the river, Jersey side".

As defined in the AIM, the VHF frequency 123.5 is used for "aviation instruction". It is in frequent use in our area and can be a useful collision avoidance tool. If you listen up, you'll probably hear: "Mercer practice area..." or "Infinity practice area..." or "Trenton practice area..." These are pilots from Infinity Flight Group at KTTN, where its use is mandatory. Use it yourself too: "Practice area, Skyhawk 642SP steep turns at 2500', five north of Round Valley."

TBL 4-1-3

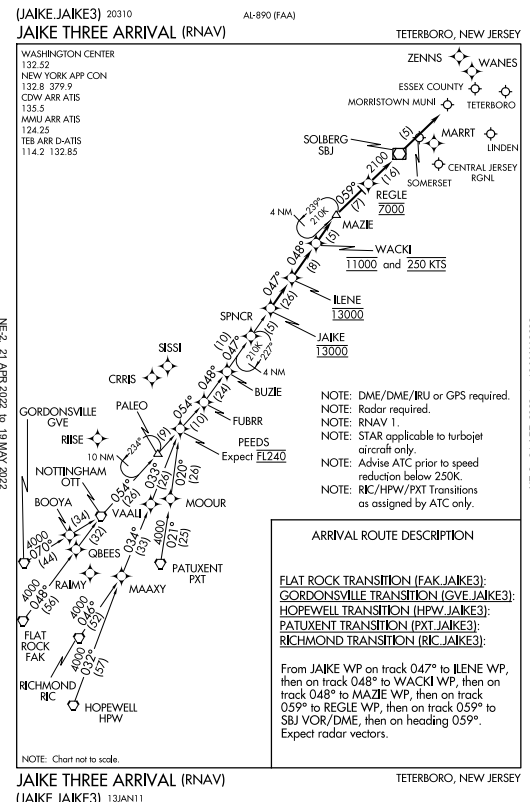
Other Frequency Usage Designated by FCC

Use	Frequency
Air-to-air communication (private fixed wing aircraft).	122.750
Helicopter air-to-air communications; air traffic control operations.	123.025
Aviation instruction , Glider, Hot Air Balloon (not to be used for advisory service).	123.300 123.500
Assignment to flight test land and aircraft stations (not for air-to-air communication except for those aircraft operating in an oceanic FIR).	123.400 ¹ 123.450 ²

"TRAFFIC, TRAFFIC"

There are two STARs (Standard Terminal Arrival Route) that feed traffic primarily to Teterboro and Morristown - named the "JAIKE Three" and the "MAIZIE Three" arrivals. Since the STARs are strictly for those smaller airports, you'll never see large airline category aircraft - but always business jets - Gulfstreams, Challengers, Falcons, Hawkers, Citations etc. and turboprops like the Pilatus and King Air. These arrivals transition traffic from the enroute structure starting south and west of Virginia where the initial fixes are. The very last fix is SBJ - radar vectors after that. You've seen them... they pass right overhead as low as 3000' and as high as 4500'. These procedures are designed to feed traffic in an orderly fashion into the airports.

Not unlike Newark or JFK, there are busy times and quiet times on these STARs. I live right underneath them so I know. Afternoon/evening "rush hour" seems the busiest time with a jet passing over head every three or four minutes sometimes. Sundays seem to be the



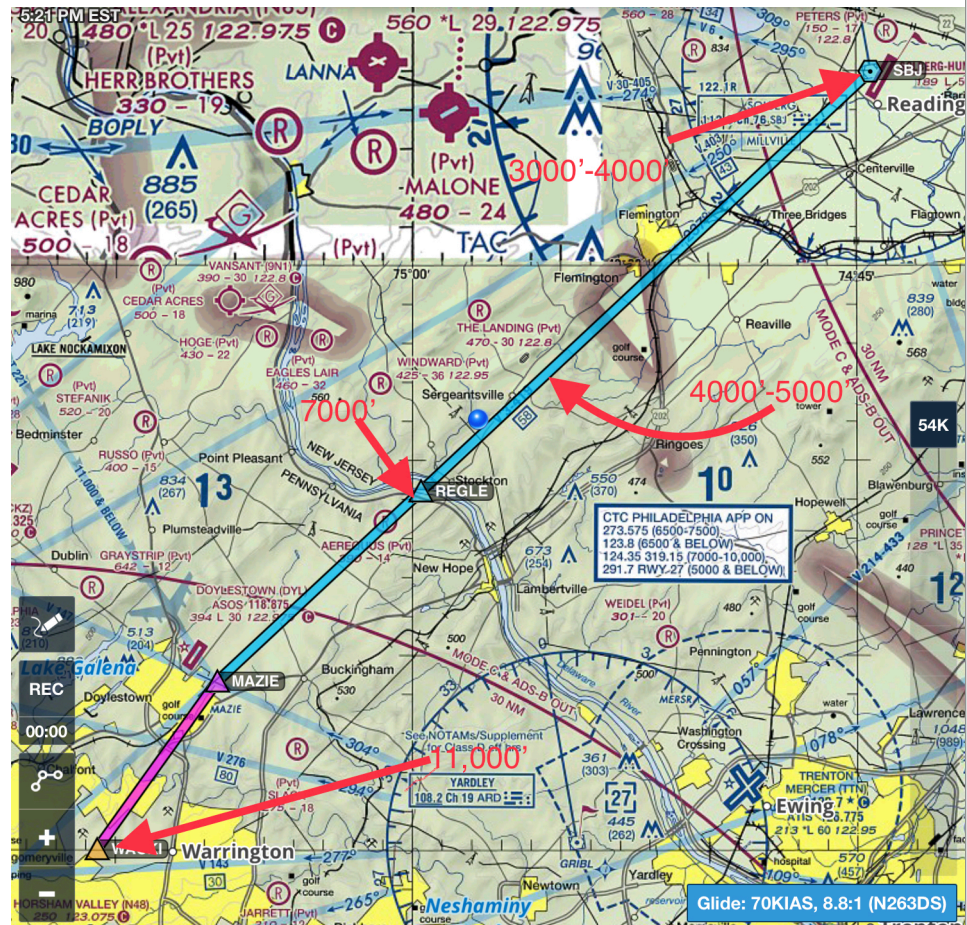
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busiest; I guess it's the rich folks returning home after a weekend away.... or perhaps arriving ahead of a Monday morning meeting. I've also noticed lulls when there are absolutely no arrivals for a couple hours. It's hit or miss....speaking of which - let's try to miss.

It's not unusual to hear someone (on 123.5) practicing holding over SBJ at 3,000' or 3,500'. This is a bad idea. They are putting themselves in harm's way. ARD, RBV, BWZ are all perfectly good nearby options.

Personally, I don't overfly SBJ VFR at any altitude between 2800' and 5000'. Remember too that these arrivals are much faster than we are; 250 KTS is the standard and the pilots may well be "heads-down" on autopilot preparing for the approach.

And it's not just directly overhead where the threat exists. This sectional chart has a routing and approximate altitude overlay to show where else you could encounter unfriendly flying objects. If you depart N51 and head SW towards the river, you've managed to put yourself nose-to-nose with this incoming traffic. Now, climb to something in the 4-5000' range and it could get very exciting very fast.



Midair Mitigation: Midair collisions continue at a steady rate and the approach and landing phase has the highest risk factor. Your best mitigation techniques are to follow standard practices for pattern entry and radio calls. (Review [AC 90-66B](#)). Obviously, high traffic areas pose risk - the vicinity of airports, VORs and airways can be very busy. Use traffic advisories, if possible.

Proper scanning techniques involve using the horizon to tell if another aircraft is at your altitude. Scan in blocks of the sky, moving from one block to another methodically. Don't forget the occasional backward glance and looking where the wings block your view. Lights on.

Apps and Software

"Cloudtopper" is a free download on the App Store. It uses your phone's camera and internal sensors to display a line through the center of the screen. You insert your best guess on your distance from the cloud and place the line on the top of the cloud. As you do, it displays the number of feet above or below your position. (use it in landscape mode).



Skylane Tip - Screen dimming. It's interesting how every pilot has their preferred lighting intensity - some like it low; some like it high, but everyone likes it "just right". The new avionics have photo-cell dimmers that are set to "auto" by default, meaning the screens will dim or brighten automatically based on the ambient light intensity. We ask that you *not* change this default setting. But you can still tweak it to your liking. (If you do, the default "auto" setting will reset after a power cycle.)

Follow this simple path: MENU/MENU/"Backlight Intensity" (this is the last tile on the page... bottom right). After you touch that tile, you'll see a simple slide adjustment.

New CAS message. A new CAS message has been programmed, which you *should* never see. In keeping with our attention to cylinder head temperatures and on the advice of Continental tech support a message "CHT TEMP" will appear if any cylinder exceeds 420°F.



Welcome Dennis Recently Blue Sky has had a number of new members join. Our most recent member is Dennis Sullivan. Dennis flies a J-3 Cub and a CE-170 out of Van Sant and will be checked out on our fleet shortly!



Thanks Alex. At our last membership meeting Alex Sack gave a great presentation on what it takes to set up your own home-based sim. He also explained the benefits and what you can expect to accomplish. And if you missed the presentation, you can read his article in the June edition of IFR.





NEWS YOU CAN USE

Next Membership Meeting The First of our 2022 BBQ Meetings

Monday, June, 6 7:30 p.m.

The grill starts between 6:30 and 7:00 (Bring your own burger/dog)

 **Fuel Prices** (ranked in order of price) 
(It helps your club when you buy it cheap!)

Solberg	\$6.44. (Must use the Phillips card)
Central Jersey	\$6.50
Sky Manor	\$6.63

It's your money! Use it wisely!