



# CHOCK TALK

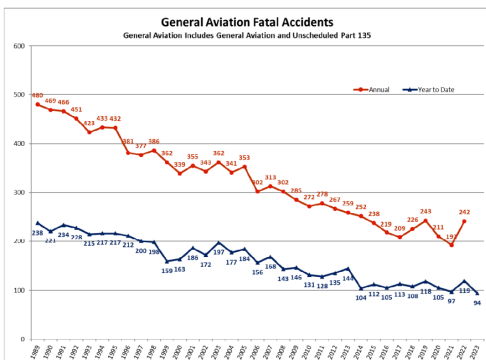
Newsletter of the Blue Sky Flying Club, est. 1957

## General Aviation Safety

If you haven't died in a GA plane crash recently, keep it up - you're part of the good news!! The rate of fatal accidents continues a steady decline. While there was a slight increase last year, the trend is in the right direction. With 1989 as a benchmark, fatal GA accidents have been cut in half, from 480 in that year to 242 last year.

The red line represents total annual GA fatal accidents; the dark blue line is each year's accident rate in May. This data was presented by S.A.F.E. to the FAA's GAJSC, an FAA-industry advisory group in May. The rates are expressed in terms of fatal accidents per 100,000 flight hours.

This doesn't happen by chance; it's the result of a concerted effort by safety-minded pilots like you!



**Blue Sky Annual Banquet** Our annual social dinner event was a big success. If you missed it, we missed you too! It was held at a new venue this year - The Somerville Elks Lodge. Thanks to Stan Winkler for the scouting/coordinating/negotiating/ planning!!

Everyone agreed that this was an improved experience over past years; better food; better bar, better acoustics, quality audiovisual equipment, and more space.



Everyone enjoyed a very interesting slide presentation from Dr. Ed Gaulkin. Ed talked in some detail about the various planning aspects and flight experiences of his (fourth) round-the-world flight in a CE-210. The flight, like others, was a fundraiser for Alzheimer's research. Ed's website [flyforthecure.org](http://flyforthecure.org) has information on the fundraising and some great photography of the trip. He's an adventuresome pilot, who was leaving for the Bahamas the next day.

### **Blue Sky Winter Ops** *Some Winter Operation DOs and DON'Ts from our Operating Instructions*

1. Preheat the engine. If the engine is cold and the temperature has been below 32°F in the two hours prior to the flight, the engine must be preheated.
2. The solar charger should always be plugged back into the preheater battery when no longer in use, to ensure the battery is fully charged for the next pilot.
3. Check for water, snow and ice accumulating in the tail cone and spinner. Small amount of ice in the spinner can cause serious vibration stress on the plane and can cause damage.
4. Always leave one of the prop blades pointing to the ground to facilitate water drainage from the spinner.
5. Do not use hard scrapers to remove snow or ice from ANY part of the planes. A soft broom or soft brush should be used to remove powdered or wet snow. (A broom labeled "aircraft only" is hanging in the big shed)
6. Do not pound on the skin of the plane to break the ice. It can cause dents and paint damage.
7. Use automobile windshield washer solution to help remove frost from the airframe and control surfaces but do NOT use the same fluid on the windows. Extra fluid in sheds.
8. Fill up the fuel tanks at the end of your flight to minimize condensation/frozen water in the tanks.
9. Aircraft batteries should not be run down in attempting to start the plane. Respect the POH limitations. Don't crank for longer than 10 seconds with 30 seconds wait time between each attempt.
10. Be careful when taxiing anywhere. Low wing aircraft are particularly susceptible to wing damage from snow and ice accumulated on the sides of the taxiways.
11. Do not taxi on turf unless you have confirmed that it is solid i.e. dry or frozen.

**Breaking News: IAPs at the Home-drome** Today, our two instrument approaches to RWY 04 - RNAV (GPS) & VOR - were updated with important changes. When the runway was lengthened, even though it was only 735', that changed the location of the threshold. And of course that changed the approaches - ever so slightly. For some reason the NOTAM restricting the use of LNAV mins is still there but, of course, the circling mins are the same.

The changes are not many - some are really just formatting but the important things are: Lower MDA on the RNAV approach (680' MSL vs. 700' before), and higher MDA on the VOR approach (840' MSL vs. 700' before). VDPs have been added to both approaches and the 34:1 shaded area is now gone from the RNAV approach. The other significant change is the addition of PCL for both MIRLs and the new REILs. With weather broadcast still on 122.8, there exists a chance of interference. A new frequency would solve that.

Insignificant stuff: The airport and TDZE have risen by 1' (190' vs 189' before). (Let's hope that doesn't lead to any hard landings.) The "Rwy Ldg" is now listed as 5054', but don't be fooled by that - we all know it's 3,735' paved. Increased mins when using EWR altimeter is now included in a chart note. PAGED has been moved 297' SW and the GP is now 3.00° (vs 2.98°). Missed approach procedure on the VOR approach - wording changed slightly: climb direct SBJ and hold, vs. climb in the hold.

### Welcome New Members

Recently four members have left active status: Dan Guterman resigned. Steve Timko, Adam Pivonka, and Otto Rossmeyer have all gone inactive.

**Mark Straszewski** began flight training in 1998 with a PPL in 1999. "My life ended up going in a different direction and I



stopped flying for almost 20 years. I got back into flying last year thanks to fellow Blue Sky member, Dennis Sullivan. I

recently obtained my tailwheel endorsement and look forward to flying more with the club."

**Mike Terruso** Mike has had



his PPL since 2006 and received his IR in 2020. Since then, he has received

the multi-engine commercial, CFI, SIC Type Rating in the CE-525, and is currently working on his CFII.

**Brendan O'Shea** of High Bridge, NJ. Brendan is a civil engineer and construction manager specializing in bridge and highway projects. He is also a retired U.S. Army officer. Brendan completed his private pilot training at Sky Manor and he recently started instrument training. Favorite flights include family trips to the Adirondacks and Nantucket as well as NYC Hudson River Corridor tours for friends and co-workers.



**Alex Estok** My first flight was in 777 many many years ago. I'm an avid outdoorsman with a passion for flying. Currently working on my instrument rating and looking forward to exploring new airports.

### Next Membership Meeting

Monday, December, 4 7:30 p.m.

Calvary Bible Church

144 Readington Road

Note: We will be meeting in a new room - upstairs. Standby for details.

### Hybrid meeting with a Virtual "Zoom" option

Presentation: **Lycoming Tour** Alex Sack

Tom H. and Alex recently toured the factory and will share the experience.

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

|                |                                     |
|----------------|-------------------------------------|
| Central Jersey | \$5.85                              |
| Sky Manor      | \$5.85                              |
| Solberg        | \$6.04 (Must use the Phillips card) |

### It's your money! Spend it wisely!

"If I had asked people what they wanted, they would have said faster horses." Henry Ford **3**