



# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

## Note from the Editor

One of the hardest jobs for me lately has been finding room in this newsletter for all of the stuff going on.

***I'm not complaining!*** — in fact, in the spirit of the Thanksgiving holiday, I'm incredibly thankful to all of you: to have a club that's busy and doing things that are worth sharing (and printing) is a blessing.

Keep it up, please!



## New Members!

### Michael de Asla

(right) recently joined the club. Originally from Long Island, Michael lives in Basking Ridge and is the co-CIO of a hedge fund. Having earned his PPL in 2021 at SMQ, he's looking forward to making new friends, improving his skills and adding an IFR ticket in the future!

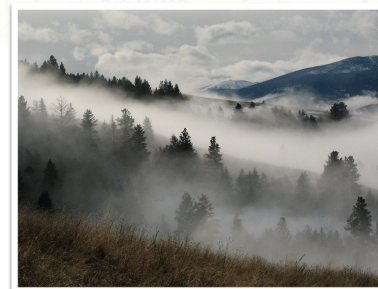


Then, shortly before press time, **Bart Szalajko** also joined! We'll get a proper introduction in the next issue.

Welcome to you both!

## FOG FORMATION Fog -

especially *radiation* fog - can be a sneaky hazard, forming when you weren't expecting it. As a reminder, radiation fog forms as the air near the ground cools and stabilizes, usually in the evening. When this cooling causes the air to reach saturation, fog will form. This can cause problems on evening flights in the autumn and winter: you take off in beautiful, clear conditions and return to find the airport covered in fog!



Since it may have been a while since we reviewed the meteorology books, here are some conditions to watch for:

1. **Terrain** — radiation fog tends to form in low spots: valleys, stream beds, and so on. If you're planning to fly somewhere in or near a valley or basin, be aware that fog may form as temperatures cool in the evening.
2. **Dew Point** — as a reminder, the dew point is the temperature to which air has to be cooled to be completely saturated. Temperatures dropping close to the dew point is a recipe for fog formation, so when that temperature-dew point spread is within 3 degrees C, pay attention.
3. **Clear Skies** — clouds can act as a kind of blanket, slowing down cooling overnight. But a *clear* night can help the Earth's surface cool off more quickly to the point of condensation, allowing fog to form.
4. **Calm Winds** — radiation fog needs calm air to form (and to keep from blowing away!). But stay alert, because other kinds of fog — advection and upslope — can form *due to* winds.



## Fall Wash and Wax (and Breakfast) a Success!

We had a special wash and wax on October 5 for two of our planes. Special thanks to Chris Stockholm for coordinating the fantastic food and coffee, and to Ferg's daughter, Erin, who played excellent guitar and flute music for the entire event!



We had 19 members present and about 10 guests and children who pitched in and helped complete the whole thing in two hours.



Thank you for those that helped, and for those who could not make it: **you missed a great social event.** Make plans to join us at the next one!

## Annual Dinner Pictures

It was another successful annual dinner this year. If you missed it, plan to make it next year!





## CONGRATULATIONS

to Avdi Hamit, who joined the ranks of Commercial Pilots, having completed his practical check ride on Oct. 4!



## Member Anniversaries



**25 years:** Stan Winkler

**14 years:** Brian Moor

**2 years:** Cal Swedberg and Fang Luo

**1 year:** Mark Straszewski, Mike Terruso, Alexander Estok, and Brendan Oshea

## Crosswind Landings

Dennis Sullivan, one of our CFIs, has put together a very good piece on crosswind landing technique. If you haven't seen it already, it's well worth a read! [The PDF is here](#), or visit the club's website:

[https://www.blueskyaa.com/members/member\\_posts/crosswind-landings](https://www.blueskyaa.com/members/member_posts/crosswind-landings)

## Gone West

We at Blue Sky were all saddened to hear that Christian Stochholm suffered a heart attack with other complications and, sadly, did not survive. Chris has flown west. He is survived by his sister and a niece and nephew.



As you may know, Chris recently passed his CFI checkride. At 59 years old, he was trying hard to start a new career in aviation — he had his eyes on a job as a sim-instructor — and had already scheduled training for his CFII.

While training, Chris was one of the most frequent flyers in the club. He never shied away from sharing his ideas and often sang the praises of the Blue Sky community. Chris certainly played his part at the recent Wash & Wax, flipping pancakes and enjoying the group.

After the devastation of Hurricane Helene, Chris was the first to offer to help fly relief supplies. While the effort didn't materialize, it's another example of just how big his heart was. He will be missed.

## Next Membership Meeting

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

Calvary Bible Church

144 Readington Road

**Note: We are now meeting in Room 131 upstairs  
Hybrid meeting with a virtual option via Discord/CTAF**

### Presentation: Prop Strikes

Brendan O'Shea

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

Central Jersey	\$5.15
Sky Manor	\$5.33
Solberg	\$5.79 (Must use the Phillips card)

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

"You haven't seen a tree until you've seen its shadow from the sky." -Amelia Earhart