

Note from the Editor

I hope everyone enjoyed the holidays, weathered the recent snowfall, and is back to flying in the new year!

As we kick off this new year, we've got a few reminders about watching out for icing - special thanks to Tom Bubb for contributing those - as well as some important board and maintenance updates (like how

the Skylane's back!). Be sure to give it all a read - and stay safe up there.



New Member!

In our last issue (Nov. 2024), we introduced **Bartlomiej** ("**Bart**") **Szalajko**, who joined in late November, and there just wasn't space to properly introduce him. Well, now it's a new year and a new issue, and there's plenty of space. So here he is, in his own words:

"I live in Middlesex, New Jersey, with my wife and three children. Flying has been my lifelong dream. I began pursuing it in 2019 and earned my private pilot license (PPL) in 2022. Currently I'm working on an instrument rating. My plans are to continue training to achieve my IFR certification, as well



as commercial rating and instructor certifications. I am looking forward to flying with Blue Sky Club members. Thank you for giving me the opportunity to join the club!"

Welcome, Bart!

News from the Board

- The club's operating procedures were recently updated. Be sure to read them and bring any questions or concerns to the board.
- A meeting on the Solberg Master Plan will take place on Feb. 5 at 6 p.m. at Readington Middle School.
 Come support the airport if you're able.
- President Trump's TFRs will be coming back soon.
 Be sure to stay informed before you fly, and watch for our planes to relocate to Central Jersey. If you feel so inclined, write to your congressional representatives about relief for the local airports during the TFRs.



Blue Sky Board members visit Philly tower.



Skylane Update

Volume 8, Issue 1

Our beloved N9758H is back!

Maintenance work is complete, but there are important break-in procedures to follow for the new engine. Tom H. shared the full instructions via email, but here are some key points:

The first 10 hours of flight must be one hour duration (or more) with just one landing per hour. No touch-and-goes, no maneuvers, no landing practice — just an hour's cruising.

The next 25 hours (up to 35 hours on the engine): no stalls, slow flight, maneuvers, or touchand-goes. Flights should be at least 45 mins. but an hour is better.

In colder temperatures, preheating the new engine is more important than ever. Give yourself extra time to do so.

Climb at about 100 KIAS or more. This is to keep cylinder temperatures below 400.

Don't idle during descent - keep some power in.

Stay tuned to Tom for updates.

Icing...

Icing affects more than just your airframe. *Induction* icing is the leading cause over all other types of icing accidents combined. People freak out about structural icing, but induction icing is more prevalent - as illustrated by an accident report from 2015:

"The Cessna 182 pilot reported that he... was returning for landing at the time of the accident. The plane was on final approach when the engine lost power. Attempts to restore engine power were unsuccessful, and he ditched the airplane into a lake short of the runway. The pilot reported using carburetor heat during the descent, however **he did not periodically apply engine power (clear the engine) during the descent.**"

According to **FAA Advisory Circular 20-113**, Pilot Precautions and Procedures to be Taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems, "Heat should be applied for a short time to warm the induction system before beginning a prolonged descent with the engine throttled and left on during the descent. Power lever

advancement should be performed periodically during descent to assure that power recovery can be achieved."

Clearing the engine is vital with float-type carburetors, because ice forming inside the carburetor can obstruct the throttle valve. Remember that ice is likely to form in the carburetor in temperatures as warm as 70 degrees F and 80% humidity, but can form even in warmer conditions.



Your first sign of carb ice with a constant-speed prop (like our Skylane) is likely to be a drop in manifold pressure, but not a drop in RPM. Be on the lookout, use the carb heat, and clear the engine periodically!

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Magneto Moment

Both the Skylane and the Skyhawk will have one magneto that is a **Surefly electronic mag**. The Skylane's left mag is electronic, whereas the Skyhawk's right mag is electronic (a standard mag is retained on both planes). This info is noted on the Maintenance spreadsheet accessible on the Web site.



The TBO on an electronic mag exceeds the engine TBO, so we can expect to have fewer mag overhauls and down time. Additionally, the electronic mags are more efficient and improve starting and fuel utilization, resulting in some savings on fuel and better range, as well as savings on 500-hour inspections.

If you ever find yourself at some remote shop needing spark plug work, the main thing to remember is to make sure the mechanic knows that **the spark plug gapping is greater on the electronic mag** due to its higher voltage output.

On the subject of icing...

Remember *lapse rate?* The standard temperature lapse rate means you can find yourself in air much cooler than the temperature indicated at sea level. It also helps you find the freezing level - very important when it comes to avoiding any form of icing.



January 31, 2025

The standard temperature lapse rate refers to the rate at which temperature decreases with altitude in the Earth's atmosphere. Some key points to know:

- The International Civil Aviation Organization (ICAO) defines an international standard atmosphere (ISA) with a temperature lapse rate of 6.50 °C/km (3.56 °F or 1.98 °C/ 1,000 ft) from sea level to 11 km (36,090 ft or 6.8 mi).
- The standard temperature lapse rate means the temperature decreases at a rate of 2°C or 3.5°F per 1,000 feet gained up to 36,000 feet.

Next Membership Meeting

Monday, February 3, 7:30 p.m. Calvary Bible Church 144 Readington Road

Hybrid meeting with a virtual option via Discord/CTAF

Presentation: "G3X Recorded Data - Revelations" Roger Harris

Fuel Prices (ranked in order of price)

Central Jersey Sky Manor Solberg

\$5.15\$5.20\$5.79 (Must use the Phillips card)

It's your money! Spend it wisely!

"I fly because it releases my mind from the tyranny of petty things."

-Antoine de Saint-Exupéry