



# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

## Note from the Editor

It feels like it's been a long, windy winter. I haven't been flying lately, but with the seasons changing again, my thoughts are once again turning to getting back up there. Even if I'm not flying, it's a relief for the weather to be turning back to springtime!

Well... except that the wind still feels awfully breezy lately. And the temperature swings have been pretty big. And the random showers. And thunderstorms coming. And those damn birds...

Well, for better or worse, happy spring, everybody!

Let's just stay careful out there, okay?

## Member Anniversaries

Paul Culley - 35 years!

Dan Collins - 25 years

Tom Halvorson - 24 years

Darren Nye - 17 years

Isa Abbassi - 15 years

Louis Giacomazza - 13 years

Albert Simone - 6 years

Ed Pawlick - 6 years

Alex Sack - 2 years



**Remote Tower Testing** In the 2018 FAA reauthorization bill, Congress directed the FAA to establish a Remote Tower Pilot Program - a test of Remote Tower (RT) technology in the US airspace system.

Instead of a brick-and-mortar tower, a Remote Tower uses a system of cameras at an airfield that transmit to a facility that uses wraparound displays to simulate the 360-degree view from an actual tower cab. The RT doesn't need to be on the actual airport, takes up less space than a "real" tower, and may save money.

The RT Pilot Program previously used two test sites: one in Leesburg, VA (KJYO) and one in Northern Colorado Regional Airport (KFNL). The tests determined that a centralized testbed would better evaluate the program, so a new site was selected: Atlantic City, NJ, using KACY and the nearby National Aerospace Research and Technology Park.

The new RT system consists of 3 camera masts: one near each end of runway 13/31, and a third, 360-degree camera near the runway center. The images from these cameras are transmitted to the RT, more than a mile away. This helps test whether the remote tower can really handle traffic as well as the physical tower at the field, and whether the camera locations should be shifted for better coverage.



During the test, data will be collected by the remote tower, but the *real* tower will be handling traffic for the foreseeable future — the goal would be to have the system fully tested by 2027, with implementations to be determined only after that.

So next time you're flying to Atlantic City, smile - you'll be on camera!

## A Thank-You to Blue Sky

*The following message was received via our website:*

My grandson, Collin, and I wanted to write the Blue Sky Aviation Association a little thank you note! Collin is in Boy Scouts and he's currently working towards earning his Aviation Merit Badge. We discovered your page, <https://www.blueskyaa.com/links> while searching online for resources and really enjoyed exploring the ones you've provided. Thank you so much!!

Collin also wanted to share another page with you that was particularly helpful. It's <https://www.goodfellow.com/usa/resources/avionics-glossary-of-terms/> and it's a great avionics glossary filled with resources! Learning the terminology really helped him grasp a better understanding of the electronic systems used on aircraft, so he thought others might find it useful as well.

Hope to hear back from you soon!

Thanks so much again,

Collin  
and  
Annie  
Pruitt



## New members!

Since our last issue, we've welcomed two new members to Blue Sky:

First, we have Victor Tavares:

"I'm Victor Tavares, I live in Dunellen, New Jersey, with my wife and three young adult daughters. To my elementary teacher's dismay, I spent most of my childhood day-dreaming of flying fighter jets, and dog fighting with the enemy. In 2020 I had my first GA discovery flight and discovered that minus the fighter jets and dog fighting, this dream is not as unreachable as I grew up believing. I earned my private pilot license in 2022 and high performance endorsement soon after. I'm currently pursuing IFR rating hopefully followed by CFI certification. I enjoy everything about aviation and am grateful and appreciative that BlueSkyAA has given me the opportunity to enjoy this privilege alongside like-minded individuals."



Next, we have Ryan Lisiewski:



"I caught the aviation bug about a year and a half ago, while searching for a more exciting alternative to my office job. After a discovery flight from N51, I knew it was something I had to pursue further. I got my private license in April of last year, and am now working on my instrument rating.

I currently work in corporate finance, as a risk management and compliance consultant for Verizon. Outside of flying, I spend most of my time doing home renovations, golfing, and exercising."

Welcome, both of you!



## Crosswind Considerations

Crosswind landings are a significant factor in general aviation accidents. During the year 2000, 465 accidents were attributed to crosswind landings, with 455 of these occurring in crosswinds of 15 knots or less.

The direction of the crosswind can affect aircraft handling.

For most general aviation aircraft with engines that rotate clockwise (viewed from the cockpit), a right crosswind may be easier to handle during landing. This is because adding power to maintain directional control will help swing the nose left, counteracting the weathervaning tendency. Conversely, with a left crosswind, adding power can exacerbate the weathervaning effect.

Pilot preference and training may play a role. The pilot's dominant side may influence which direction feels easier to handle. Right-handed pilots might find it more natural to apply right rudder inputs, potentially making left crosswinds feel easier to manage.



The most critical factors in crosswind landing safety appear to be proper technique, awareness of aircraft limitations, and pilot proficiency rather than the specific direction of the crosswind. Be prepared for crosswinds from either direction and practice appropriate techniques!

## Operating Procedures

You may have seen the latest changes to Blue Sky's Operating Procedures from early February. If you haven't, be sure to check them out and stay familiar with them. They are available on our website at [https://www.blueskyaa.com/wp-content/uploads/2025/02/Operating\\_ProceduresFeb52025.pdf](https://www.blueskyaa.com/wp-content/uploads/2025/02/Operating_ProceduresFeb52025.pdf).

Additionally, we received some Operating Procedures from Solberg Airport (shared via email in early February). As members of the Solberg community, we all have a responsibility to be good tenants and follow safe practices. Please review the procedures and try to follow them. Most are common sense — like “Do not take off from Solberg if the winds, ceiling and visibility are not advisable” — but some are less obvious, like “no intersection takeoffs.” Of course, PICs should make decisions in the best interest of safety, but let's try to be good neighbors.

Give them a read and if you have any questions, check with the board, your instructors, or the airport staff directly.

# FLY SAFE

### Next Membership Meeting

Monday, April 7 7:30 p.m.

Calvary Bible Church

144 Readington Road

**Hybrid meeting with a virtual option via Discord/CTAF**

**Presentation: Insurance Q&A  
USAIG**

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

Central Jersey	\$5.15
Sky Manor	\$5.20
Solberg	\$5.79 (Must use the Phillips card)

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

*"Both optimists and pessimists contribute to our society. The optimist invents the airplane and the pessimist the parachute." – Gil Stern*