

CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

WINTER IS HERE!

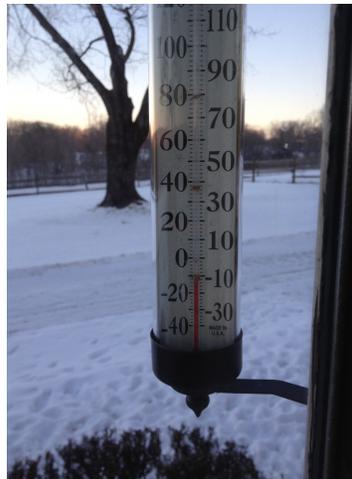
Engine Pre-Heating

- If the temp has been below 32F pre-heat the engine...
- ...unless the plane has flown in the last two hours
- Pre-heater output should be around 250F (max 300), controlled with RED knob. Visit <http://www.blueskyaa.com/members/miscdocs/pre-heating-in-winter-weather> for everything you need to know
- With temp <20F, preheat for 30 minutes
- Temp >20<32, preheat 15-30 minutes

Deicing

- Remove frost, snow & ice from all critical surfaces.
- No hard plastic ice scrapers. Use the broom or a soft brush.
- Don't pound on the skin to break the ice.
- Auto windshield fluid - ONLY on the aircraft skin - NOT the windshields. Sprayer in shed.
- Turn prop w/care - key out and mags off. (leave it with one blade pointed down)

Note from the editor: I was recently anointed Comm. Director for the club. I'm not sure if I should view it as a compliment or a punishment, but either way, I've decided to start a newsletter and this is the first edition. There's no particular method to my madness; I'm just going to compile some info that you may find interesting. Along those lines, if you have any content or suggestions or would like to contribute, please feel free - drop me a line. Roger Harris



Winter Flying

- Know the freezing levels
- Check Pireps, Tops & Bases, TAF & MOS
- Beware the warm front (and the fast moving cold front)
- Know the field conditions at destination and enroute alternates
- If you pick up ice, exit immediately! - climb, descend, 180. And report it to ATC.

When in doubt, sit it out!

Next Membership Meeting
Jan 7th, 7:30pm. Safety
Presentation: Tom Halvorson
"Say it Right"
Be there, or be square.



Decommissioning...

When was the last time you called FSS while airborne? My guess is - not recently. If that's true, you're not alone. Did you know that Flight Watch (122.2) is gone - doesn't exist as of October 1st? The availability of airborne weather information has caused a huge drop in the use of FSS, and the FAA has been busy automating and decommissioning their services. One of the things on the chopping block is Remote Communications Outlets.

RCO is an unmanned, remotely controlled communications facility serving Flight Service Stations. When active, they may serve air-to-air, air-to-ground, or ground-to-ground communications. But almost everyone's got a cellphone in their pocket these days so the reduction in ground-to-ground service is no big deal and, with the ability to get weather through our tablets or FIS-B or Sirius XM, it seems that almost all other services can be provided by ATC. FSS is not disappearing and is still widely available. FAA claims by the end of next year when decommissioning is complete, the RCO coverage will be 90% (at 1000' AGL) of what it was at its peak. [note: HIWAS, Hazardous In-Flight Weather Advisory Services is unaffected]...

Trivia Dept: "**Mayday**", the international distress call (when spoken three times) comes from a loose translation of the French, "m'aidez" - a shortened version of a sentence asking to "help me".

...Another related decommissioning project is VORs. I say "related" because some FSS stations have the ability to transmit on certain VOR frequencies. As VORs are decommissioned in favor of GPS navigation, voice capability may be diminished.

The most common FSS frequencies are: 122.2, 122.3, 122.4, 122.5, & 122.6.



ADS-B Update

Recent data collected by two industry companies indicate that only 17.5% of piston-powered GA aircraft have been equipped with ADS-B. The deadline is just over a year from now. Unequipped aircraft will be prohibited to fly in any airspace where a Mode C transponder is required - Class A, B, or C airspace, the Mode C Veil around Class B and a few others. That will be a pretty severe handicap, and it seems unlikely that avionics shops will be able to meet the demand.

But all three Blue Sky planes are equipped!

Blue Sky Aviation Association was founded on September 27, 1957 by eleven employees of Ethicon, a J&J company. The first "general" meeting of the club was held at the Cross Country Restaurant located at SBJ. This is the building behind our shed. Sixteen members were present plus five board members.

The club initially leased planes but eventually purchased a 1946 J3 Piper Cub (N98570) for \$1,500 from Danville Penn. Airport.

"The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating."