



CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

IFR Ground Comm: Most Blue Sky instrument pilots know the phone number for NY TRACON to obtain an IFR clearance. At other non-towered airports you've had the ability to call Flight Service for the clearance or, if available, another option:

- Remote Communications Outlet (RCO) frequency for Flight Service or Remote Transmit Receive (RTR) frequency for Air Traffic Control.
- Ground Communication Outlet (GCO) connection to Air Traffic Control (Sometimes these only connect to Flight Service)
- And of course some larger airports have direct radio outlets to Air Traffic i.e. Clearance Delivery freq.

In an effort to cut out the "middle-man" [FSS] the FAA has made a better effort to enable ground communication with ATC. *Of course*, they have a name for this: the "Clearance Relay Initiative". Phone numbers are published for pilots to obtain or cancel IFR clearances directly from Air Traffic Control, just like you've been used to doing at N51. These phone numbers for clearance delivery are listed in the communications section of the Chart Supplement. FSS will *not* relay clearances from ATC any more (unless you're flying in Alaska). They *will* however continue to accept IFR cancelations by phone - when necessary.

Buh-bye HIWAS: Sometime around the end of September, HIWAS is going away for good. **Hazardous Inflight Weather Advisory Service** is a system of continuous broadcasts of weather alerts including Airmets, Sigmet, Convective Sigmet and more - transmitted over select VORs.



The FAA feels that the system has become supplanted by more advanced technologies like on board radar displays and datalink weather.

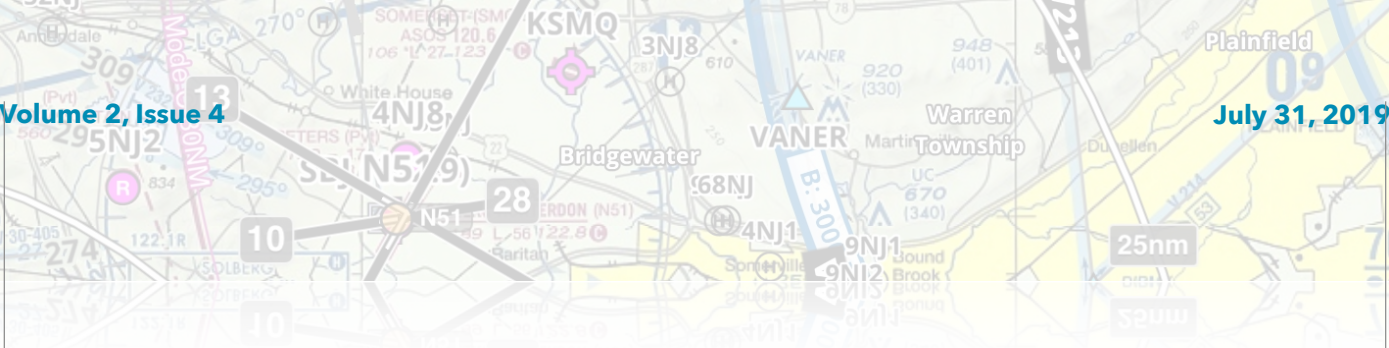


26N - Ocean City Municipal

Mark's Compliance Corner: Did you know that the Local Rule is triggered when two aircraft are reserved for six hours or more during the same day? This limits the reservation of the third plane to four hours or less. So, in the spirit of sharing the planes, limit your reservation to less than six hours (5 1/2 hours will do!) if you don't think you'll be away that long. This will help another member who may need a

Blue News: Bluesky Aviation is on Facebook, check out our public facing page and like it. <http://bit.ly/2SPJJPk>

On the page you will also find a link to our private facebook group for members only. Join today for great groups flying discussions! Questions or more info, please contact Secretary, Steve Timko and stay tuned for website updates coming soon.



Oshkosh 2019 Our annual trek to the Oshkosh airshow was filled with excitement, education and endless discussion about flying, not to mention the never-ending harassment of each other, with new nick names assigned to each flying group.

This year we flew three planes with 7 attendee pilots (Paul D’Auria, Aldo Gallelli, Roger & Tyler Harris, Tom Halvorson, Kurt Krieg, and Tomas Najzer), each telling the flying pilot how to fly – in good fun of course. The weather going out was exciting with thunderstorms somewhat north of our route virtually the entire way – thank you Nexrad radar. Not to mention the thunderstorms shutting down Oshkosh until mid afternoon on our Saturday arrival. This caused one of our planes to fly all the way to Dubuque, Iowa to get on the back side of the storm, and the other two planes to divert to Fond du Lac, WI – about 15 south of KOSH. Then the fun part started all the various planes landing and filling up the airport.



The planning for the trip started well before the event with finalizing who was going to make the trip – preference is awarded to the previous year’s attendees. Down payment was made in January for our reservation of the beautiful home on the lake a few miles from the show. The owners go on vacation and turn their house and two cars over to us – wonderful deal.

A pre-departure meeting at Tom Halvorson’s house was held the week before departure which really got the excitement level up. We discussed the extensive NOTAM, the routes we would take, who would fly which leg of the trip, where we would have dinner, what we wanted to see during the show and more.

Then exhaustion set in – the exhibits, the seminars, the forums, learning about new avionics, meeting old friends, and filling our faces with food and more. The airshow each day introduced flying in a manner most of us will never do. We saw the F22 Raptor, the F35, P51s, A10s and loads of homebuilts, not to mention hundreds of pristine warbirds.

The evening dinners were filled with discussion about the day’s experience, as well as nonstop airplane talk. It couldn’t have been more fun. I have been going to Oshkosh each year for approximately 15 years and when I leave, I start thinking of coming back the next year. If you have not been to the show, you must go. It is an experience every pilot must have on their bucket list. Even if there is not room in the house we rent, there is always camping space onsite. Find a way to go next year – we can party at the house and have experiences that last a lifetime.



See you in Oshkosh 2020! Tom Halvorson

Summer WX: Summer and fall tend to have the best flying weather of the year but there are some gotchas:

Planning a trip to Block Island or the Maryland shore and we've got to pay attention to the chance of sea fog. Lower water temperatures and latent heat of an airmass but can spread IMC conditions far inland.

Another thing to pay attention to is the sea breeze. Sounds lovely but can present challenges. Recently I departed N51, destination Ocean City, NJ. Winds were calm at both airports. By the time I made it to Ocean City I had a 16kt direct crosswind (or should I say "breeze"?) It typically develops in the morning and moves in like a mini-cold front.

We're all familiar with pop-up airmass thunderstorms, typically developing on warm humid days with instability in the atmosphere and no front in sight. They often grow in clusters, and if you're out flying, beware the rapidly closing gap. Fortunately they're usually well forecast by TAFs.

Squall lines and tropical systems are also well forecast and relatively easily avoided (just stay on the ground).

But density altitude is often overlooked. It's not only caused by high altitude and high temps but also low barometers and high dewpoints. Departing in the morning, when it's 70 instead of 90 will effectively give you the same performance as an airport 2000' lower.

News you can use:

Next Membership Meeting

August 5th, BBQ @ 6:30pm, meeting @7:30pm
Bring some stuff to grill and share, family too.

Presidential TFRs

When Presidential TFRs are in effect Blue Sky planes will be parked at 47N Central Jersey Regional. We have three drive through parking tie downs on the north side.

Central Jersey Tiedown Map

Cheap fuel

Central Jersey	\$4.50
Sky Manor	\$4.77
Solberg	\$4.79 (Must use the Phillips card)

Mark's "Know Your History": The recent Nosewheel collapse of 6RE was the first major incident/accident with a club aircraft in many many years! Do you know if there were others? How many? How bad?

Answer to previous "Know Your History":

Blue Sky has had three different Home Bases. Hadley Airport (officially Hadley Field), Somerset Airport, and of course, Solberg. Hadley Field was our first home base. We started using the airfield in 1958. Hadley field, which is currently a shopping mall and a cinema complex, has historical significance in that it was built and operated by the US Postal service as the hub for carrying airmail in the Eastern United States and operated the first ever night time airmail flight in the US. [More info on Hadley field](#). Hadley Airport was about to close in 1960 so the Club moved to N51. In July of 1961 the Club moved its operation to Somerset Airport. This was due to a dispute between Blue Sky Aviation and the Solbergs. We were based at Somerset Airport for four years. In June of 1965 the Club moved back to Solberg at the invitation on Mrs. Solberg who needed the Club's business to help maintain the airport. We have been at N51 ever since and enjoyed a good working relationship with the Solberg family.