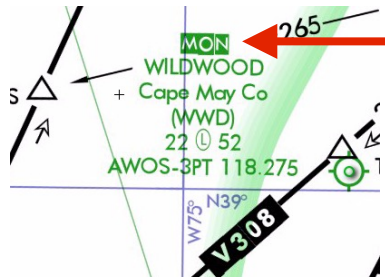




# CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

**MON Airports** - [Beer Question: If you look on the IFR low chart at KBDL or KWWD you'll see a green box with the letters MON; what's that mean? Hint: It's *not* "Open on Mondays only".] It stands for Minimum Operational Network. While the concept has been in the works for some time, MON airports



started showing up just last year. These airports are planned as IFR safe havens if (and when) the GPS system goes down. Each has at least one non-GPS approach - ILS, VOR, LOC. They are planned to be no more than 100 nm apart. The network also includes MON VORs, which will *not* be decommissioned like so many others. The plan envisions the ability for ATC to funnel flights to a MON airport anywhere in the CONUS at or above 5000'. Presently there are about 890 VORs. In five years that number is projected to be down to 585. With a GPS outage, (lacking some other form of navigation such as inertial or DME/DME RNAV) you'll navigate the old fashioned way - VOR to VOR - to a MON airport. Stay sharp at VOR navigation; it's not going away anytime soon.

[When GPS is down, ADS-B out is also down, ATC will rely on SSR radar, just like they have been until the addition of ADS-B. FIS-B weather will still be functional but TIS-B traffic service will report radar targets only and will likely contain less information.]

**Some airborne ADS-B traffic is displayed as diamonds others as arrowheads.**

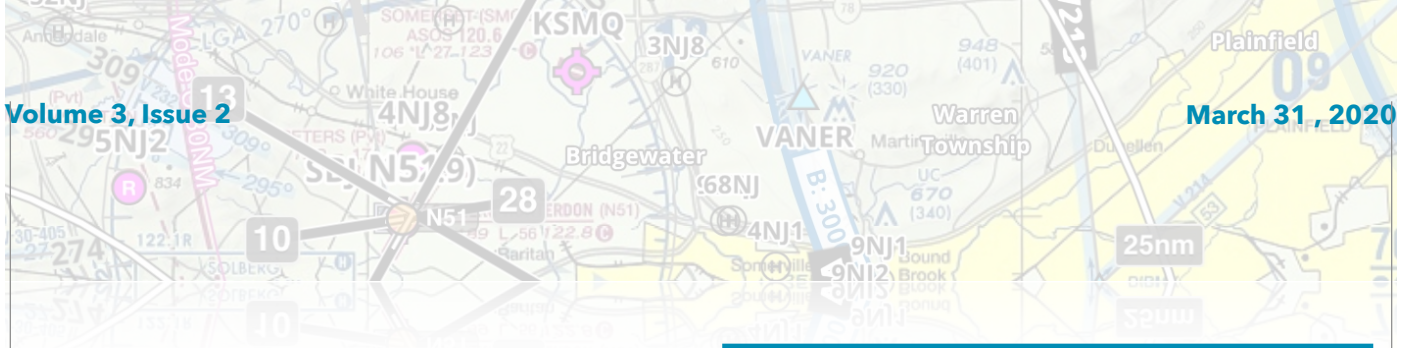
ADS-B traffic broadcasts will not always have heading information for all aircraft. Heading information is required in order to present a traffic icon as an arrowhead. When that's missing, the traffic icon will be shown as a diamond. If you are in "non-rule" airspace, it may be a plane without ADS-B.



**Crosswind Component** Runway numbers are based on the *magnetic* direction. Reported winds are based on *true* direction. This can be important. Foreflight does the math for you. It computes and displays the corrected wind components (headwind, tailwind, crosswind). [Read more here.](#)

**Engine Runups at N51** Request from airport owners. When departing RWY 22, please do NOT do your engine runup in front of the hangar. Runups can be done in the tie-down parking spot or in the taxi/tie-down area just southwest of the hangar and east of the parallel taxiway.

**Save the Date - WASH & WAX.**  
Saturday May 16th, Rain date: 5/17



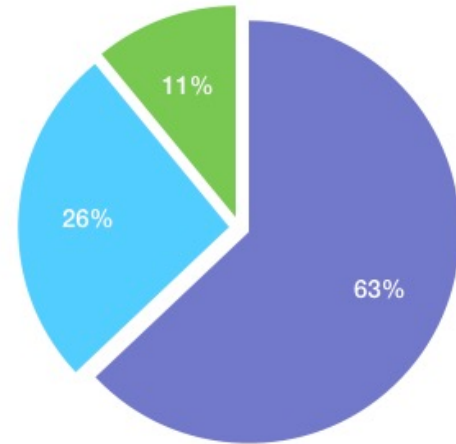
**Mark's Know Your History Quiz:**

We currently have 54 Active members. What is the total number of current members, including Inactive? What is the total number of members that Blue Sky has ever had - since inception in 1957?

**Answer to previous Know Your History Quiz:**

Student pilots were originally allowed to join the club when it was first formed. Later, in order not to compete with the Solberg FBO, a compromise was reached whereby the club would send new members to Solberg for initial training and earning a license. Eventually the club changed its Bylaws to require a minimum of Private Pilot license for membership.

**Feb 2020 Snapshot - Hours Flown**



● Diamond 3DS ● Skyhawk 2SP ● Skylane 6RE

Plane downtime was higher than normal totaling 36 days for the month. Skyhawk was down 16 days for scheduled Annual and other related maintenance. Skylane was down 20 days for the engine oil leak. Diamond was available all month. Total availability was 59%. Twenty three members flew a total of 52.9 hours. Hours were slightly lower than January, but significantly (about 80%) higher than February 2019.

**News you can use:**

Next Membership Meeting  
**CANCELLED**

Cheap fuel

Central Jersey	\$4.15
Sky Manor	\$4.83
Solberg	\$4.79 (Must use the Phillips card)

**Mark's Compliance Corner:**

Did you know that Blue Sky has a battery crank limitation, which should always be observed – summer or winter? Do not crank the engine for longer than 10 seconds with a 30 second wait time between each attempt. [This compliance is *more restrictive* than the POH.] This avoids starter overheat and a discharged battery. A discharged battery can freeze and break its case. Leaking acid can cause severe damage to the plane. If the plane doesn't start, there is likely some other problem.



### IFR Cheatsheet

Flying IFR is all about being organized. Tom Halvorson has created this form to help. Print one out and try it on your next IFR flight. It's all self-explanatory except the section - "FAA". F is for Frequency; A is for Altitude; A is for ATC sector.

**Trivia** In 1938 a French expat, Eugene Houdry, working for Sun Oil Co. in Texas developed the "cracking" process that enabled refining 100-octane Avgas from crude oil. While the US was not yet involved in WW2, this new "super-fuel" was supplied to the UK and replaced the 87-octane fuel that British pilots had been burning in their Spitfires and Hurricanes and that the Germans used in the Messerschmitts. The more powerful fuel translated to an extra 25 mph at sea level and 34 mph at 10,000' and eventually gave the RAF superiority over the German Luftwaffe, helping to turn the tides of the war.

Thank you Bob Doyle for bringing this to our attention. [Read more here.](#)



### ICAO Flight Plans

The FAA now requires the internationally-used ICAO flight plan format. Many of us use a tablet or smartphone to file flight plans now, but you need to have the proper ICAO codes stored with your aircraft identifier. Also, if you should need to file by telephone (it could happen), you will need to know these codes and the [proper format.](#)

These are the codes for our planes. Store them in your tablet and where you can access them for "that day".

TAIL #	TYPE	EQUIP.	SURVEILLANCE	Wake	ADS-B
N263DS	DA40	B,G,S,Y	C, U2	L	GDL88 978 MHz
N642SP	C172	B,G,S,Y	C, U2	L	GDL88 978 MHz
N736RE	C182	B,G,S,Y	B2, E	L	GTX345 1090 MHz

### Safety Steve (a new column from Steve Timko, CFI) - How can I prepare for the upcoming flying season?

We all know that one way to keep our skills on par and keep learning is to fly; we strive to make ourselves better pilots anyway we can. As a pilot community we are always learning. Some ways we learn are through dual flights, solos and burning lots of Avgas. You may be playing it safe by hunkering down and wondering how one can prepare for the flying season to fully startup. Well you have many ways to keep learning - work on a new rating, review the Airplane Flying Handbook or Pilot's Handbook of Aeronautical Knowledge, video conference with your CFI, or take an online virtual class (Kings has a couple free ones). One more easy way to self educate while also becoming a safer pilot (and from home) is through the FAA Safety.gov WINGS Pilot Proficiency Program.

I recently attended a FAASafety seminar and learned there is a huge variety of online courses available through the WINGS program. I also learned that there are new features (including a new refurbished website) coming soon! Did you know you can complete the ground portion of a Flight Review, for free and mostly on your own. And completion of any "phase" of WINGS (this includes flight with a CFI) satisfies the requirement for \$61.56 Flight Review. In fact, per [AC 61-91J, 5b](#), incentive awards state each time a pilot earns a new phase of WINGS, it satisfies the flight review requirements regardless of how



frequently or closely spaced the phase or award. The FAA encourages pilots to participate in ongoing aviation education learning and skill-building events with an instructor. The WINGS program provides the opportunity, the structure, and the recognition.

As an added bonus to help pay for some Avgas, completing any WINGS phase makes you eligible for The Paul and Frank Burger 2020 \$10,000 WINGS Sweepstakes. Not only is WINGS cheaper than paying for ground instruction, studies indicate that pilots who complete WINGS phases are safer aviators AND it's endorsed by Captain Sully!



So, while you're working from home or have some downtime between homeschooling your kids or taking a zoom meeting, pop [FAASafety.gov](#), sign-up and complete a phase.

For more info see, [www.faasafety.gov](http://www.faasafety.gov) & [www.mywingsinitiative.org](http://www.mywingsinitiative.org) or reach out to your favorite CFI.

Thanks,

CFI Steve