



CHOCK TALK

Newsletter of the Blue Sky Flying Club, est. 1957

Note from the Editor

This edition of Chock Talk marks the second edition of the handoff to a new volunteer editor: Eric Swanger, a long-time (but generally pretty quiet) member of the club.



Eric expects this to be a gradual hand-off,

where Roger mentors while Eric finds his footing. But we'll see what Roger has to say about that!

Eric volunteered in hopes that he can hone his writing skills while also contributing something useful to the club membership. With that in mind, he'd love for this to be the club's newsletter, not his. So send ideas and feedback to him at [eric.w.swanger at Gmail dot com](mailto:eric.w.swanger@gmail.com).

New Members! A warm Blue Sky welcome to our newest members:

Fergal Murphy joined in late February, but this is our first chance to welcome him (in print, at least)!



Ferg lives in Warwick, New York with his wife and two daughters. He took his first flying lesson in 2006 as a gift from his wife, but didn't start flight training until 2018 - first at Caldwell and later, Blairstown. Ferg joined Blue Sky to fly more frequently and meet like-minded people.

He looks forward to adding additional ratings, becoming a more proficient pilot, and - just as important - making lasting friendships.

David Gilliland joined in late April/early May.



David is originally from Northern Ireland and lives in Ringoes with his wife and youngest daughter. David has three other daughters and three grandchildren. He works as a consultant in R&D in pharmaceuticals.

Welcome, David and Ferg!

Maintenance Reminder: Squawks

Report **all** squawks via Schedulmaster. Include sufficient information to help diagnose the problem if possible, including where the problem occurred, phase of flight, what actions you just took in terms of button pushing, and what (if anything) you tried to resolve the problem. *No other means of reporting squawks is acceptable.* A follow-up call to Tom Halvorson, Maintenance Officer, is helpful, or for questions of course. Members are encouraged to check the web-based maintenance spreadsheet for all squawks on Schedule Master prior to flight.



Blue Sky in the News!

In case you missed it, Blue Sky got its moment in the spotlight -- in the shape of an AOPA write-up. The article features several quotes from our own Tom Halvorson about upgrading the planes' avionics, and includes some now-nostalgic pictures of the old panels. It's available at youcanfly.aopa.org/flying-clubs/flying-club-newsletter/2024/april/18/club-spotlight

Kudos to Tom, both for the article and the hard work it reflects!

Online Density Altitude Calculator

Density altitude can be a vital piece of information to have, especially in the summer months. But how best to calculate it?

You could pull out the E6B, but if you want something easier, there's an online option. It'll calculate based on the dew point or the relative humidity. It accepts a variety of units as well. Give it a spin:

https://wahiduddin.net/calc/calc_da.htm

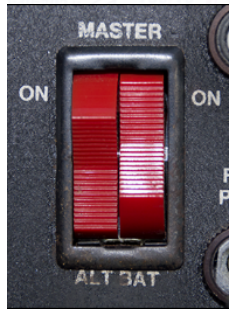
Compass Concerns

Have you noticed that we've ditched all our old instruments but are keeping the one that's over 1000 years old? First records of navigating by magnetic compass give credit to the Chinese, and shortly after that to the Arab world. Earth's magnetic field extends from the planet's core into space. Picture a ginormous bar magnet sitting at an 11-degree angle through the center of the planet. The point that we call the magnetic *North* pole is actually the *South* pole of that big bar magnet (remember - opposites attract!). Paleomagnetists tell us that "every several hundred thousand years," the ginormous bar magnet flips end-for-end and what's north is south and vice versa.

There are some weird local irregularities in the field too. Some airports have even warned pilots with NOTAMs. London City airport, built on top of a boat dock with metal pilings and rails, has had such bad problems that pilots have been unable to navigate a SID. And no, they were not navigating with the whisky compass, their AHRS systems were badly affected.

On our planes the mag compass is totally independent of any of our electronics -- it's your final failsafe. But our real "magnetic heading workhorse" is the GMU-11, Garmin's electronic magnetometer. Magnetometers need to be mounted away from interference, so the wingtip is the best choice. The mounting is a precision operation because incorrect orientation will provide incorrect information. The ADAHRS units within our G3X and G5 achieve very precise levels of integrity and reliability by taking inputs from the magnetometer, GPS, and air data and running them through digital comparators. So, given the accuracy of this technology, will we ditch that last piece of historical navigation? It's happening already: some newly certified GA aircraft are being delivered without a wet compass.





Reminder: Master Switch

As a general rule, when starting our planes, only turn on the BAT side

of the master switch. Leave the ALT side off until the engine has started.

The POHs only refer to starting an engine by putting the "Master Switch" on, but it's common in more modern planes to see that only the battery switch should be on for starting and the alternator switch should be off - the alternator coil does require battery power to start it, and it's sensible to save full voltage for starting the engine.

The EXCEPTION to the rule:

When starting the Skylane, start the plane with both the battery AND alternator switches on, then *WAIT AT LEAST ONE MINUTE BEFORE TURNING ON THE AVIONICS.*

This may help our alternator problems. The battery causes a large amperage out on startup, but it will stabilize during that minute. We want to let the amperage stabilize before adding the avionics load to the electrical system.

Thanks for making these adjustments to your startups!

Club Bylaws Vote Coming Soon!

The Club Bylaws are not something that you read often and they may not interest you at all, but the Board does refer to them quite frequently. As you know, the Board has been very busy amending and re-writing them and has finished the project.

Soon, the membership will receive an electronic ballot asking for your vote on the matter of revising the Club Bylaws. The project has taken us six months of fixing inconsistencies, contradictions, language, and grammar problems. There are also some changes and additions which have been discussed and explained to the membership. If you have any thoughts or concerns about the end product, please reach out to one of the Board members; we're happy to discuss.



When the ballot does go out, there will be a two-week period in which to vote. Our current (and proposed) Bylaws require a 2/3 affirmative vote of the Active membership in order to affect these changes. Your Board is unanimous in requesting that you vote YES.

Next Membership Meeting

Monday, June 3

Solberg Airport, by the "big shed"

6:30 p.m. grill start

7:30 p.m. meeting

Bring your own grillables and a chair - come hang out!!

(Hybrid meeting not available due to lack of wi-fi)



Fuel Prices (ranked in order of price)

Central Jersey	\$5.60
Solberg	\$5.79 (Must use the Phillips card)
Sky Manor	\$5.84

It's your money! Spend it wisely!

"After 50 years of flying I'm still learning every time I fly." 3

— Gene Cernan, American astronaut, eleventh person to walk on the moon