



Congratulations Ron Pinzker on your  
**FIRST SOLO** on May 31!!

## *Blue Sky* News...

Welcome to new members: **Pat Shroba**, a Minooka Fireman, is a co-worker and student of Instructor **Bill Scholtes**. **Roger Belcher** is working on his CFI with Instructor **Scott Tezak**. **Eric Shear**, working on his Instrument/Commercial with Instructor **Mike Bernier**. Welcome back to **Mike Smith**, **Warren Roddy**, **Brian DePung**, **Kevin Hultsch**, & **Bob Lundsrud**, and **Eric Yard** who took a break over the winter and are back flying!

**\*\*Please note new TACH sheet format** for logging of Fuel and Oil. Please refer to the back of the TACH sheet for info on how to fill this out. Thank You ☺

**MARK YOUR CALENDAR**  
**July 11<sup>th</sup>, 5pm, for a BSA/EAA**  
**Cookout/Movie night!**

## Fly the plan

Preflight planning doesn't end once the pilot gets into the airplane; each moment before the airplane breaks ground is "preflight," and should be considered carefully. If you maintain focus on the takeoff, chances improve that the rest of the flight will be a safe one.

### Common accident scenarios: Flight planning

- Failure to adequately compensate for wind conditions during takeoff and climbout
- Takeoff in wind conditions beyond the pilot's or airplane's capabilities.
- Engine failure or loss of power after takeoff.
- Failure to maintain adequate airspeed during takeoff and climbout, resulting in a departure stall.
- Attempting takeoff with too strong a tailwind component.
- Failure to compensate for high-density-altitude conditions, or attempting takeoff in density-altitude conditions beyond the airplane's capabilities.
- Improper configuration of the aircraft for weight and flight conditions.

### Safety strategies

- Plan every takeoff, taking into consideration aircraft loading, field length, and atmospheric conditions.
- Pay close attention to airspeed in high-density-altitude situations.
- Practice takeoffs in gusty and/or crosswind conditions with an instructor if your skills are rusty.
- Build a safety margin into your rotation speed during gusty conditions.
- Be cognizant of obstructions in the departure area.

**Brief a plan of action for coping with a loss of power during the takeoff roll and after liftoff.** (For more reading on this topic click here [www.blueskyaero.com/resources.htm#enginefail](http://www.blueskyaero.com/resources.htm#enginefail))