

# YALE AVIATION NEWSLETTER

April 2013

## UPCOMING EVENTS –

- A **PALS (Patient AirLift Services) information session** will be held this **Saturday, April 20th, 8:45 am** at Robinson Flight. Please feel free to join them for this information session and light breakfast. RSVP to Nicholas Mahon at [stickfigure95@gmail.com](mailto:stickfigure95@gmail.com) by Friday the 19th if you plan to come.
- **Yale Aviation and CAS Aviation**, in conjunction with Robinson Aviation, will host a **safety seminar “FLYING IN THE DANGER ZONE!” Thursday, May 2 at 7 pm** (see details in the Aviation Education & News section below or go online at [www.yaleaviation.org](http://www.yaleaviation.org)). Club volunteers are set to organize and clean up as well as provide snacks. Be sure to come out and support the team, as well as get timely information on our airport environment now and in the future. If you would like to help, contact **Laura Baldwin** ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)).
- Washing the planes is planned for early June - ideas for further events this year include a tour of the CT Air & Space Center (see article below), and more breakfast/lunch flights, but Ty can't do it alone!!! Interested in helping out? Contact **Ty Kamp** ([tahia.kamp@yale.edu](mailto:tahia.kamp@yale.edu)).

## PILOTS...

LONG overdue congratulations to **Seth Kyle** on his first solo February 15th!

~~~~~

### Welcome to new members:



 **Raj Veliyath-Janardanan** – I am a SOM Class of '09 alum and live/work in Stamford. I have been interested in flying since as far as I can remember, but there were no airports or training facilities near where I grew up. I ended up getting an undergrad degree in aerospace engineering, but still never got a pilot's license, so to train with Charlie at Yale Aviation is a very old dream come true. My other interests include computers (which came in handy at a previous job with a large computer manufacturer) and exploring America (which even after the 6 years I have been here is still new and beautiful to me).



 **Nico Britton** – I am 15 years old and a freshman at Wilbur Cross High School in New Haven. I am learning to fly in order to get my Private Pilots License and eventually fly in the commercial industry. My family and I are from Fort Collins, Colorado, and I play football and baseball for Wilbur Cross.



Contact **Clarice Begemann** ([claricebeg@aol.com](mailto:claricebeg@aol.com)) for more information on how you can take a young eagle flying!

**Connecticut Soaring** based at Danielson Airport has a 233 glider and a Pawnee tow plane, and is where **Charlie Skelton** is doing volunteer instructing on



Saturday mornings. Anyone interested in a gliding orientation flight, contact Charlie ([rbocas@comcast.net](mailto:rbocas@comcast.net)).

## ... & PLANES

- **Beware the Birds!!!!** They are eyeing our planes as their next nest site – don't let them! Be sure to use the nose plugs and check carefully for any unwanted passengers during your preflight.

**32028** is A-OK and ready for spring!! We are on the look-out to install a DME – we'll keep you posted!

**55044** has had its trim wheel re-greased (see photo to the right). Please be sure to leave a note if it starts getting stiff again – the sooner we catch it, the easier it is to keep the wheel from congealing, especially in the cold.



Yale Aviation is a 501(c)3 organization - your contribution is tax deductible and helps promote aviation education!! **Keep Yale Aviation alive in the future as it was for you!**

The FAA Safety Team presents:  
**Flying in the Danger Zone!**

Attend this exclusive and timely safety briefing featuring collision avoidance on and around the airport. What are the best practices for preventing collisions while on the ground and in the air? Can I still make a straight in approach? Are right hand patterns legal? Are they safe? What if I am arriving IFR? Who closes my flight plan? How do I depart IFR? Learn the answers to all these questions and many more. At this informative briefing we will discuss arrival and departure procedures, communications, as well as ground operations. Do your part to keep airport operations safe!

Click on the link below to register TODAY!

[http://www.faasafety.gov/SPANS/event\\_registration.aspx?eid=49606](http://www.faasafety.gov/SPANS/event_registration.aspx?eid=49606)

**Directions:** Park near East Hangar and enter through the back door.

**Event Details**

**Thu, May 2, 2013 - 7:00 pm**

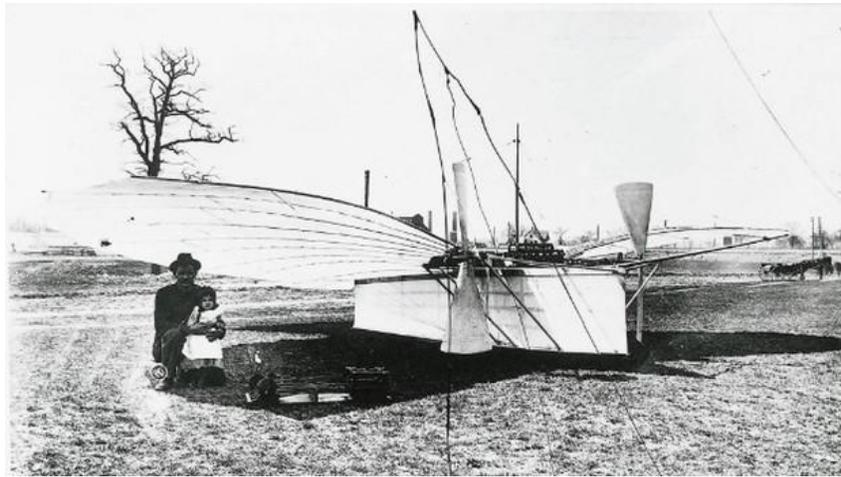
**Robinson Aviation Inc.**

50 Thompson Avenue

East Hangar

East Haven, CT 06512

**Contact: DAVID HALL FAILE [DFaile@aol.com](mailto:DFaile@aol.com) (203) 218-8688**  
Select #: EA6349606



Gustave Whitehead and the No. 21. *Courtesy Deutsches Flugpioniermuseum Gustav Weisskopf Leutershausen/Historical Flight Research Committee Gustave Whitehead*

[as reported on npr.org]

Connecticut claims that Whitehead's half-mile flight in 1901 was the first flight, not the well-known Wright brothers' flight that occurred two years later.

The ongoing battle between historians over who was really first in flight was rekindled last week.

New research advances the theory that a German immigrant in Connecticut is responsible for the first powered and controlled flight, rather than the Wright brothers in North Carolina.

But historians at the Smithsonian National Air and Space Museum are saying not so fast.

**Finding the Evidence**

You can now order a "No. 21" breakfast at Chip's Family Restaurant in Connecticut. It's named after the airplane model that Gustave Whitehead allegedly flew for half a mile at an altitude of 50 feet on Aug. 14, 1901. That's more than two years before Orville and Wilbur Wright's famous run in Kitty Hawk. And the No. 21, an omelet with hamburger filling alongside German apple pancakes — in honor of Whitehead's heritage — is just the beginning.

"Our license plate should say 'firster in flight,'" says Bill Finch, the mayor of Bridgeport, Conn., where the flight supposedly happened.

Historians have known for decades about an article in the *Bridgeport Herald* describing Whitehead's 1901 flight, but they haven't seen the original photo that should have accompanied it.

John Brown works at an aircraft construction company in northern Germany. He's also a hobby historian.

While rummaging through a dusty museum attic in Bavaria, Brown came across a picture from a 1906 exhibition on flight innovation. On display in the background of that picture was a photo of what looked like Whitehead's No. 21 airplane in flight. He also found dozens more newspaper articles describing the 1901 flight.

"I found out such stunning stuff about Mr. Whitehead. But really I'm not the highest authority in aviation. I sent all of the stuff that I found to the highest authority, which is *Jane's All the World's Aircraft* in England," he says.

And Paul Jackson, editor of that internationally renowned publication, has ruled that Whitehead deserves the honor of first in flight — not the Wright brothers. Jackson says it's not likely the *Bridgeport Herald* writer and dozens of others lied in 1901. And now there's the original photo to prove it.

"The evidence cannot be shaken off anymore, thanks to John Brown's researching," Jackson says.

### Questions Arise

But Peter Jakab, associate director of the Smithsonian National Air and Space Museum, finds it "a little puzzling." He says the photo is too blurry — after all, it was enlarged by 3,500 percent.

"To my mind, it's really trying to see what you want to see in the image," Jakab says. "Again, it's a picture of a picture on the back wall of an exhibition. It's very, very indistinct."

Jakab and his colleagues at the Smithsonian firmly believe that the Wright brothers were the first to fly. There are clear and crisp photos to prove it. And he discounts the numerous newspaper stories about the Whitehead flight.

"An AP story is written, and it goes out, and it appears in many, many publications. That doesn't mean that every one of those is a separate, eyewitness account," he says.

But Whitehead supporters have a darker explanation for why the Wright brothers have dominated the story. The Smithsonian, they say, has built an empire around the Wright brothers.

If you walk into the National Air and Space Museum, the first thing you see is the Wright airplane — which was sold to the

**The CT Air & Space Center is located near BDR airport. Check them out at <http://cascstratford.wordpress.com> for hours and how to visit.**

Smithsonian for \$1 in 1948. *Jane's* editor Paul Jackson says there were other conditions.

"They had to agree with Orville Wright that they would never say that anybody else had flown a powered, manned aircraft before they had done," Jackson says.

He thinks the Smithsonian is in a difficult position: Admit that Whitehead was first in flight, and lose one of its most valuable exhibits.

But Jakab says he would never let a contract stand in the way of a historical fact.

"If that's some sort of personal sanction to how I interpret the evidence, of course not," he says.

If he decides Whitehead flew first and the Smithsonian loses the plane, then so be it, Jakab says. For now, he isn't budging.

But whoever is right, there are sure to be new monuments, museum exhibits and dishes like "Whitehead sausage" served in Bridgeport. And maybe even new license plates.

**PODCASTS & APPS & GADGETS—** Please send me your favorite app, tech toy, video or podcast suggestion to share!

I know we are all students of the weather, and this app can be very fun and informative.

<http://www.intellicast.com>

### TWEED NEWS -

On behalf of all of us here at Robinson Flight, I hope spring has been treating you well. I do have some good news regarding the ATCT issue here at the airport, and that is that the FAA has pushed the effective closing date to June 15th. The Airport Authority is in the process of protesting the closure here at New Haven, as well as exploring options for funding the tower. When we have further updates, we'll be sure to let you know!

**Evan**

**TSA Badges** – Have you renewed? Remember that to complete the procedure, you must have a completed application signed by our TSA signatory, **Jeff Welsh** (203-481-7676, calling between the hours of 10 am to 5 pm is best). Once that is done, you must call KATHY GRANT (203-466-8833 ext 109) to make an appointment to pay your \$10 renewal fee (cash or check) over at West Ramp and have your new badge issued.

## ONLINE -

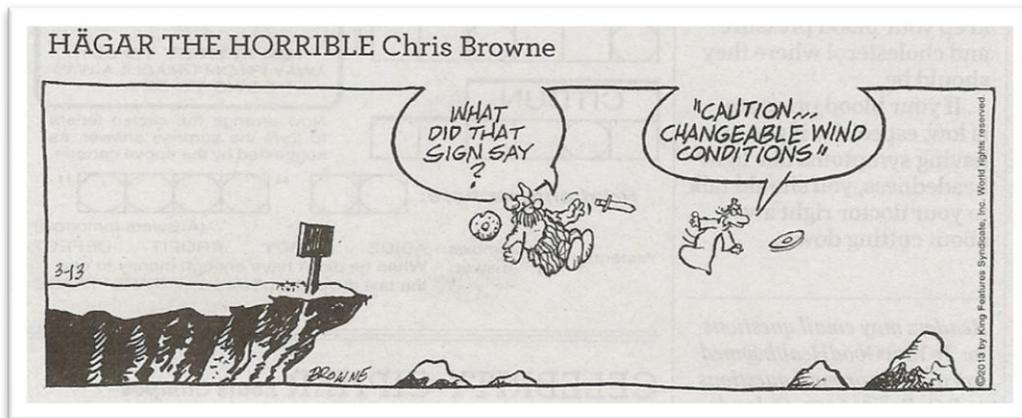
**Yale Aviation** is on Facebook! Email **Tom Sobocinski** ([tom@caseusnewhaven.com](mailto:tom@caseusnewhaven.com)) or **Laura Baldwin** ([lfaldwin@aol.com](mailto:lfaldwin@aol.com)) to be invited to join this closed group.

We are hoping this semi-public forum will help pilots connect to willing passengers and safety pilots, not to mention be a great place to post those fabulous photos we all love to see. A big thanks to Tom for setting this up! Email **Laura Baldwin** ([lfaldwin@aol.com](mailto:lfaldwin@aol.com)) if you have any questions on how to set up a facebook account, which you will need before using our FB page.

Remember pictures can also be posted on our Yale Aviation website at [www.YaleAviation.org](http://www.YaleAviation.org). In addition, we are looking for those last 4 people to complete the gallery of names, faces and ratings on the website – please send Laura ([lfaldwin@aol.com](mailto:lfaldwin@aol.com)) a picture as we work to include this new feature on the site. [*Cuz ya know if you don't send me a picture, I'll be forced to find one of my own... this means you: Jill Levine, Amy Jeffries, David Perkins & Manas Prasad!*]

## SIMULATOR -

Anyone needing simulator access should e-mail **Ty Kamp** ([tahia.kamp@yale.edu](mailto:tahia.kamp@yale.edu)) the alpha-numeric code on the back of their Yale IDs. Those without Yale IDs need to enter with Charlie, who has a key to the Simulator Room in Engineering.



The Yale Aviation Newsletter will go out to the membership on the 15<sup>th</sup> of every month. Please let me know if you have any news, suggestions, or comments: [YASecretary@aol.com](mailto:YASecretary@aol.com)

Laura Baldwin, Secretary