YALE AVIATION NEWSLETTER

May 2013

UPCOMING EVENTS –

- **Wash & Wax!!! Saturday, June 1, 8:30 am** Time for the airplanes to get rid of springtime bird poop (see photo at left) and clean off the dirt of winter. Always a fun time…. AND you get home-made coffeecake! Be there!!!

- **Mory's Cocktail Get-together, June 14, 5:30 pm** We'll be having our first Mory's patio cocktail party at 5:30 p.m. on Friday, June 14th. The usual E-vite will follow, but save the date and time for now. It's always a great time, and friends and family are welcome, though they probably listen to enough hangar talk when you're around…. So mark your calendars and plan to meet at Mory's that afternoon!

- Ideas for further events this year include a tour of the CT Air & Space Center and more breakfast/lunch flights, but Ty can't do it alone!!! Interested in helping out? Contact **Ty Kamp** (tahia.kamp@yale.edu).

PILOTS…

Due to delays with the FAA, your sectionals are good until July 29th!

Remember those cards kept in the wooden box at Robinson??? You know, the ones where you find the airplane keys? Please remember that keeping those cards updated with current address, medical, rating and emergency contact information is YOUR responsibility. The emergency contact data is particularly important to review and keep current.

Welcome to our new members:

Ashish (Ash) Ranpura – I first learned to fly because I had a fear of heights! My first few lessons were here at Tweed, just after I graduated from Yale College (1997). I finished up my private at Caldwell in New Jersey, then moved to San Francisco and completed an instrument rating at Oakland Airport. I've flown extensively in Ohio, where I went to medical school, and have even done a bit of flying in England, where I went to graduate school. I'm now back at Yale as a resident physician specializing in neurology, and live in Hamden with my wife Susan and our four year-old son Kirin.

Lt. Joshua Parsons - Greetings to the Yale Aviation Club! My name is Joshua Parsons and I am happy to say that I am now a member of the club. I have yet to take to the friendly skies with you guys (no favorable weather of late), but I am looking forward to getting up there and taking a look at New Haven from above. I am currently a Naval Science Instructor with the Yale NROTC unit, but my aviation background is Navy P-3s, specifically VP-45 in NAS Jacksonville. I am a USNA grad and a native of Chicago. I am joining the club mainly to be able to fly and visit friends around the east coast, but I am always up to share a ride from time to time. I hope to meet you all in the future and for a break in the weather so Charlie can "put me through the ringer."

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

So, Lightening DOES Strike Twice?? – Words of Caution from Ty Kamp, Student Pilot

No, this is NOT a new fashion in props.

REMEMBER to always have an alternate when you plan your flights – you never know what might make it impossible for you to land at your intended destination!

A few months ago, when trying to schedule some cross-country training with Charlie, he remarked that any anticipated block of time might be significantly lengthened due to unforeseen events such as airport closures. At the time, I naively thought, in my haste to advance my x/c training and just to satisfy that ever-present urge to fly, that I could just about get away with taking an extended lunch break to accomplish the trip. Many of you surely know the feeling of counting out in your mind, down to the minute, how long it takes to make it to the field, procure your briefing, do you pre-flight, get in the air, and accomplish your lesson. And, to be sure, there have been times I have done it, though typically the anxiety that comes with such pressed planning usually is not worth the effort. Why lessen the joy of flying with such self-imposed pressure?

So here I have been, longing to finish my cross-country training during an intemperate spring season, facing the clock on my approaching due date with baby #2, and still hoping to finish my PPL in 2013 (admittedly, a receding dream). If not for the past two flights I have flown with Charlie, the wisdom of his words might have been lost on me, but now I know, with no uncertainty, just how uncertain flight scheduling and the specter of unanticipated delays can be.

It was on Friday, April 26th that the Colonel and I headed out for some time in the practice area after a prolonged absence from left seat. Our intention was to rehearse some maneuvers and then return to New Haven for some touch-and-gos. While we were doing our clearing turns, a plane suddenly came into view, and at least from my perspective, he seemed a little erratic in his flying. Charlie's suspicions were confirmed when Tower replied to his question that no, in fact, he was not in communication with them, even though he was in Class D airspace. Before long, he departed to the north, and we continued with our practice. A few short minutes later, however, while monitoring 124.8, we learned that the airport was being shut-down due to a pilot coming in with an emergency. We later learned that the plane we saw flying around over Madison was a Piper Saratoga suffering from an electrical failure that knocked out his communications and his ability to determine the status of his gear. As you can see in the photo to the right, he landed without the gear being locked down and did substantial damage to his prop and his engine. Before we knew the

outcome, however, we spent a good hour and a half at Meriden Markham, hoping New Haven would reopen before I had to call my husband to come pick us up. Fortunately, we made it back well before sunset.

For those who think lightning doesn't strike twice, I was out flying with Charlie last Friday, finally taking that long-desired trip to Danielson. Everything was going well, and for the first time, I was adeptly working my VORs and hitting all my checkpoints right on. As we entered the pattern for the airport, a Malibu came in behind us, attempting to lengthen his pattern a little to allow us to finish ours. He landed right after we did, but as Charlie opined, he was "hot and high", and the end of that 2,700 foot runway must have been coming up awfully quick. Before he could exit the runway, he had blown a tire, and that shut down the airport, once again for an hour and a half. Here I felt a little more at home, since we visit Danielson often when weekending up in Pomfret. Still, being 13 weeks pregnant and voracious if I miss mealtime by one minute, I was woefully unprepared even for the vending machine offerings, having left my wallet back in New Haven. Charlie, ever the gentleman, had to buy baby and me lunch, or otherwise, he would have been flying left seat all the way home.

This is all to say that flying is an unpredictable endeavor, and I now *know*, viscerally and through the irreplaceable lens of actual experience, that even on the clearest days, when the planning seems right and everything is going smoothly, you could end up far from home. Of course, this realization brings to mind many lessons, the first of which is to be overly cautious about fuel reserves. It seems so easy to me now that even when out on a quick jaunt, your airport can close right behind you, and you need to be prepared to go somewhere else. Second is to carry some extra cash and even some snack bars that keep well in the flight bag. Third is to allow plenty of time for each and every flight, and not to assume, as I always did, that I could make it back to the office by 2 p.m.

… & 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. [See photos of the bird nest in the nose of plane, below the engine, complete with baby birds!!]**

32028 is at the point of needing new upholstery. Red fabric may no longer exist in the market, so vinyl is being considered to match the rest of the interior.

55044 being flown a bit more on a monthly basis, and has about 15 hours to go until its next 100 hour.

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!**

AVIATION EDUCATION & NEWS –

Last Thursday May 2 over 50 people attended the Safety Seminar sponsored by CAS Aviation, Yale Aviation and Robinson Aviation. The subject was **Flying in the Danger Zone: Operations at Non-Towered Airports**. Although Tweed will be spared becoming non-towered until October, the refresher course in traffic pattern heights, proper radio procedures, and the danger of coming in high to the pattern were covered by Jim Adams (FAASTeam Program Manager in Hartford) and David Faile (FAASTeam rep). Suggestions like getting the weather 25 miles out, and monitoring the CTAF 10-15 miles out will help keep everyone using the airport safe. Turning on your landing and strobe lights, especially in the pattern, and calling all your moves will assist others in finding and avoiding you. Cleaning your windscreen and exiting the runway asap will also help. Remember, most accidents occur within 5 miles of a non-towered airport, at 3000 ft, and in VFR weather!

"Don't Go Before You Know!"

Topic: Aircraft Systems and Emergencies Review (Piper Cherokee Focus)
On Monday, May 20, 2013 at 7:00 PM

Location: Miry Brook Volunteer Fire House
59 Miry Brook Road
Danbury, CT 06810

Select Number:
EA6349928

Description:
A thorough understanding of the different systems installed in the aircraft you fly is mission critical! As the pilot in command and final authority for the operation of the aircraft, systems knowledge is important in the event something goes wrong. This knowledge will give you a better understanding of what exactly is wrong and give you a better opportunity to react properly. In this seminar, we will explore all of the common aircraft systems including fuel, electrical, control systems, etc, and some of the lesser-known systems such as pitot-static drains and emergency avionics switch. Although the systems discussion is relevant to many GA aircraft, the emphasis is on the Piper Cherokee-series (PA-28) aircraft. Using this information, we'll demonstrate how to effectively cope with various in-flight emergencies, and even how to prevent the emergency from occurring in the first place! Click on the link below to register TODAY!

To view further details and registration information for this seminar, click here.

The sponsor for this seminar is: **The FAA Safety Team**

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1 Credit

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http://www.flyingmag.com/pilots-places/pilots-adventures-more/video-wingsuit-stunt-you-wont-believe

And speaking of amazing, you can follow Solar Impulse, the solar-powered airplane that plans to fly across the USA without a drop of fuel, ending in NYC in about a month. Check out their website:

SOLAR IMPULSE - AROUND THE WORLD IN A SOLAR AIRPLANE

TWEED NEWS -

Message from Robinson Aviation: It has been officially announced that the Tower at Tweed-New Haven Airport will remain open until the end of the Government's fiscal year, September 30th. The permanent fate of our Tower, and all Contract Towers, is still up in the air. For this reason, it remains extremely important to keep the pressure on Congress.

We are all very thankful for the temporary respite with respect to the Tower closings, but we still need your help. Below is part of a statement written by David Faile (Friends of Sikorsky Airport, FAAST) which further explains the predicament:

> Thanks to your efforts and a concerted push on Capitol Hill, we now have certainty that all contract towers will remain open through the end of the current fiscal year – September 30. Unfortunately, the prospects for the future of the Contract Tower Program beyond that date are less than certain – which is why we are contacting you today to urge you to engage immediately with your congressional delegation to press for Program funding for the fiscal year (2014) that begins on October 1.
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> As you know, the President's budget request for FY 2014 proposes funding for contract towers, but only if budget sequestration is eliminated – something that is very, very unlikely to happen. In the absence of a "global" fix to sequestration, the Administration has made clear that it will target the program for funding reductions, and we expect that approach to continue for FY 2014. With that reality, **it is critical that Congress specify in the FY 2014 DOT/FAA spending bill that Contract Tower Program be fully funded at $150 million.**
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> To be clear, we need everyone fully engaged in communicating to your congressional delegation right away the importance of making sure funding for the **all** 251 FAA contract towers is protected in FY 2014. It is absolutely clear that your emails, calls and meetings with your congressional delegation the past few months played a critical role in reversing DOT/FAA's decision to close contract towers on June 15. Remember in Washington, the "squeaky wheel that gets the grease" so we need everyone to continue making noise!

We are all very thankful for the temporary respite with respect to the Tower closings, but we still need your help. You can be provided with a sample letter you might send to your local Congressman or Senator [contact Laura Baldwin at lfbaldwin@aol.com for more info].

[Unsure who your congressperson is? Check out: **http://www.house.gov/representatives/find/**]

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ONLINE -

MERCHANDISE! We have pulled together some items for sale with the **Yale Aviation** logo on them (thanks **Tom Sobocinski** for the wonderful two-color logo!), specifically a mug (logos on both sides, 10 oz; $16) and t-shirts (all cotton; women's is a fitted v-neck and runs small; $20). The exact price will depend on how many of each type of item we can purchase at once, so let me know SOON, and I will try to have everything ready for June 1's Wash & Wax. Deadline is Friday May 17. Email Laura Baldwin (lfbaldwin@aol.com) with size and/or quantity if you would like to purchase anything.

Yale Aviation is on Facebook! Email **Tom Sobocinski** (tom@caseusnewhaven.com) or **Laura Baldwin** (lfbaldwin@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** (lfbaldwin@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. In addition, we are looking for those last few people to complete the **gallery** of names, faces and ratings on the website – please send Laura (lfbaldwin@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:* ***Leslie Ashie, Jill Levine, Amy Jeffries, Josh Parsons & David Perkins****!]*

SIMULATOR -

Anyone needing simulator access should e-mail **Ty Kamp** (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.

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The Yale Aviation Newsletter will go out to the membership on the 15th of every month. Please let me know if you have any news, suggestions, or comments:
YASecretary@aol.com

Laura Baldwin, Secretary

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