

YALE AVIATION NEWSLETTER

January 2012

PILOT PROGRESS – Mirai & Akihiro Hashimoto’s vacation adventure



Mirai Hashimoto received her private pilot on May 28th, 2011, and soon afterwards decided to continue her lessons by getting her IFR rating. Her father, Akihiro, finished his instrument rating around mid-July. Like Mirai, he decided to continue with flight lessons by obtaining his commercial rating. Both took lessons at Robinson, but as they got close to their checkrides, mechanical issues (radios were inoperative, tough time shooting ILS approaches due to sticky needle ...etc.) got in the way. Since they had wanted to finish with these new ratings by the end of the year, they started looking for accelerated flight lessons.

The 6 days between Christmas and New Years provided the perfect opportunity. They contacted Sheble Aviation located in Fort Mohave, AZ (where Akihiro took lessons for IFR the previous summer) and left Christmas day to fly (airline, of course) to Las Vegas. The next morning (day 1) they met with their

instructors and began ground school. As Akihiro recounts, “In the afternoon Mirai used the flight simulator for 2-3 hr and shot a few approaches. I flew C-172 for 3 hr where I demonstrated all the

commercial maneuvers I had practiced at Robinson. Next morning (day 2), I demonstrated the same maneuvers as the previous day. Mirai flew ~3hr using C-172 and demonstrated several IFR



approaches. Day 3, we went to the airport before 7AM (A20, Sun Valley) and started our preflight (it was still dark and we needed to use flashlights). I did pattern work using C-172 RG and did emergency gear extensions. During this time Mirai did last minute IFR approach practice. After 2-3 hr of practice, both our instructors signed off in our logbook and immediately made an application using IACRA. Soon afterwards we took our checkride.” Both passed – Mirai celebrated by trying out gliders in the afternoon – and Akihiro started ground school for his commercial multi-engine.

The path to a multi-engine rating was not so easy. As Akihiro remembers, “That afternoon, I started flying the Beach BE-95. This was my 1st multi experience, and I found it very different compared to the single-engine that I was accustomed to. I flew around 3hr the first day of my multiengine course. Next morning early, I had a lesson (2-3 hr) in the air and then my instructor signed off my logbook, and I took my checkride. Unfortunately, I messed up my steep turn (lost more than 100 feet) and the examiner did not allow me to re-do it, and I failed. I went back to the airport and flew with the instructor to master steep turns. The instructor again signed me off, and I was able to take another checkride that same day. Fortunately, I passed.”



Although the runway was narrow (42x3700 without VASI or PAPI), gusty winds made landings a challenge, and there were many things to learn for 3 different airplanes, the Hashimotos had a very productive vacation: Mirai spent 3 days for IFR, and Akihiro spent 3 days for commercial single and 2 days for commercial multi IFR. Of course this was only possible because they were nearly finished their lessons at Robinson. As they say, “We had a nice time in AZ.”

WINTER FLYING

Winter is here! Frost, snow, ice and freezing rain – yuk! When you schedule the aircraft, more than likely it will need to be deiced (frost or freezing rain) and pre-heated. Pre-heating is a must when temperatures are below 20 degrees. Pre-heating and light de-icing take place outside, however frequently the de-icing requires the hangar for a meltdown. Even when the aircraft is hangared for this de-icing it still needs to be preheated. Robinson has been reasonable about the charges for this service so if your schedule changes call and cancel – their resources are stressed.

Winter flying is indeed something else. Our type of aircraft was not designed to traverse the snow covered, iced over ground so take caution – you are in a new environment (it is not a four wheel whatever). Some very simple things: the Piper step is a small piece of cold metal, dark in color. It can be iced over even from previously stepping on it during preflight. The back walk way can be black ice. Stepping down from the wing onto ice can be dangerous. I know since I have conducted some serious research (ouch), and have observed several uncontrolled human flights. If in doubt about preheating, ask the person at the Robinson front desk if they have been preheating. Of interest, this week the FAA published a final rule prohibiting takeoff with polished frost which is “frost buffed to make smooth” (Alaska).

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.

REVAMPED WEBSITE

Tom Sobocinski has volunteered to spearhead a revamping of the Yale Aviation Website, updating the entire look of the site, and making it easier to navigate. He plans to add more flying resources and pictures, and encourage the use of the site to connect to other members. Creating a Facebook page is also an idea. “I think the best thing for the club would be if we could increase member communication and get people more involved in flying together and posting information about their trips. I think that would certainly peak interest in perspective members.”

Anyone who has ideas about features they would like to see on our website, please contact Tom (tom@caseusnewhaven.com).

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*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*  
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