

YALE AVIATION NEWSLETTER

May 2012

UPCOMING EVENTS –

- The next Wash N Wax is scheduled for **Saturday, June 16th**, 9 am at Robinson. Always a lot of fun – and there'll be pizza, courtesy of Gen. Shep Stone (many thanks!!!!).
- Look out for details of a fall event at the simulator room!



PILOTS ...

Yale Aviation is sad to report that **Paul Coggin**, a member for 10 years, died suddenly Saturday, May 5, 2012. Donations can be made to the Makarios R. Coggin Education Fund c/o Wells Fargo Bank, 1 Cemetery St., Norwalk, CT 06855.

A big round of thanks – to Clarice Begemann, CAS, Auguste Fortin, Jake White, Shepard Stone, and Mark Volcheck for pitching in to buy 32028's new cover. Plus thanks to **CAS** for treating the April 15th Fly-in crowd to breakfast at Block Island!

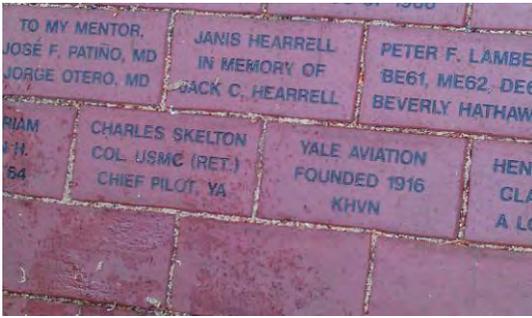
Laura Baldwin is now checked out in 044, and would love to fly with anyone who wants a second pilot.

Mirai Hashimoto flew her family to Keene, NH for Mother's Day. "On our way there there was NO turbulence at all, however on the way back we were all hitting our heads against the roof... We went to KEEN, borrowed their courtesy car, drove to the center of town, ate lunch, then flew back home! I filed for IFR there and back and was able to make 2 ILS landings. :) 2 more approaches to count towards my 6 month requirement! Anyways, mom didn't get motion sick so that was good!"

Looking to find someone to fly with? Use the **Aviation Society at Yale's panlist** to send out a blast to the 200+ Yalies that would love to go with you. More details can be found by contacting flying@panlists.yale.edu.



Mory's Bricks Dedication & Cocktail: May 11, 2012



Thanks to everyone who came out for a beautiful spring evening on the back patio of Mory's. **Mirai Hashimoto** and **Charlie Skelton**, as YA's youngest and oldest pilots, "lifted the napkin" uncovering the Yale Aviation bricks, one dedicated to YA's long history and the other dedicated to our seven-time master



Mirai Hashimoto and Charlie Skelton get ready to unveil the bricks, with Ty Kamp presiding to the left....

CFI, **Charles Skelton** (see article below). Roughly a dozen members showed up, including a few that have been out of town for some time: **Jake White** and **Attila Roka**. **Ty Kamp's** husband Rick took pictures (thanks, Rick!).



Mike Kamarath, Tom Sobosinski and Alark Saxena



Jake White



Larry Manley and Clarice Begemann discuss their next flight, with Rick Kamp taking pictures behind them.



The gang's all here (clockwise from Charlie Skelton): Paul Cleary, Alark Saxena (and guest), Larry Manley, Clarice Begemann, Akihiro Hashimoto, Mirai Hashimoto, Mark Volchek, Jake White, Jill Levine, Laura Baldwin, Ty Kamp.

Col Charles Arthur "Charlie" Skelton (USMC, Ret), a 7-time Master and SAFE member, recently renewed his Master CFI accreditation. He first earned this national professional accreditation in 1998, and he is one of only 8 Connecticut aviation educators who have earned this prestigious "Master" title. Further, he is one of only 17 worldwide to earn the credential seven times. In the words of former FAA Administrator Marion Blakey, *"The Master Instructor accreditation singles out the best that the right seat has to offer."* Additionally, he is a recent recipient of the FAA's Wright Brothers Master Pilot Award and serves as a FAAsteam representative in the FAA's Windsor Locks FSDO area.



... & PLANES

Spring Flying – Birds, birds, birds. Nesting birds make a thorough preflight essential. Also, be sure to use the nose plugs and sun shields every time – and watch out for changeable weather! **Ifigneia Derekli** writes about her mishap with crosswinds at Block Island below:

When you know it's too gusty...

Sunday, March the 11th was a beautiful, but windy day. The forecast predicted clear skies with west winds at about 15, gusting up to 20. Visibility was unrestricted and the sun was shining, so I decided to fly towards the Hamptons and then up to Block Island, looking for potential destinations for the summer.

I took off with a SE heading, and was soon across the sound. First destination was East Hampton. I tuned the radio to 122.70. An experimental was flying at 1,000 feet, taking pictures - indeed, perfect day for photography. I approached the airport, started descending to pattern altitude and announced myself. By the time I entered the pattern the experimental was gone, so there was nothing to worry about, but my landing. The crosswind was strong, but not stronger than what I had practiced with, during my training. I entered into a side slip and aimed at the numbers. Soon enough, 044 touched the runway, I applied full throttle, and off I went. HTO – check. Good sized runway and convenient destination for the summer.

Next on the list was Montauk. The runway is a bit shorter and narrower, so a bit more challenging. Fully confident after my first successful touch-and-go, I flew east, towards the tip of the island. I announced myself entering downwind, turning base, turning final. Another side slip, my eyes aiming at the runway. 044 smoothly touched the runway, main gear first. I applied full power and once again I was off the ground. MTP – check. A bit challenging due to the runway size, but it is beautifully located at the tip of the island, only steps from the beach. Definitely worth visiting again.

I had plenty of time before I needed to be back in Tweed, so I decided to visit Block Island, too – my last destination for the day. I circled the island, taking a few pictures from the different angles. I tuned to AWOS, 134.77. "...wind 240 at 21, gusting 31..." That's a bit intense, I thought. Yet the airport looked really peaceful and I had made it all the way there. It couldn't hurt making an approach. If it didn't feel right, I could always go around, I thought. Pretty confident and ready for a challenge, I decided to make the approach. I tuned to 123.00 and announced. I flew the pattern and entered my side slip, full rudder. The approach was steady, so I continued for the touchdown. Everything looked perfect till the last minute. Main gear touched the ground, but before I managed to apply full aileron for wind correction, a gust from the left lifted the left wing, turned the plane into the wind, and all of a sudden I was looking at the horizon at a diagonal, taxiing into the field. Not scared, but very confused, it took me a second to realize what had happened. I immediately powered off, leveled the wings, and applied the brakes. Soon enough 044 was stopped in the



middle of the field, 200 feet off the runway. The engine was still running, all gauges looking good, but I definitely had to get out and check the plane. I looked around (admittedly, a bit embarrassed and hoping no one had seen me), tested the brakes, made sure the runway was clear, and announced myself crossing to the ramp. I parked the plane on the side and powered off. Soon, a security vehicle approached me. Mark, the airport manager, had seen the landing and came to check on me. We conversed for a bit, checked the plane and determined the right wing had scratched the surface as it veered away from the runway. Fortunately, there was no damage to the airport or the airplane, and no-one was hurt, hence this wasn't an accident nor an incident, unworthy of reporting. A little shaken from being the center of attention, I was actually relieved to hear that I wasn't in trouble with the authorities.



To make a long story short, Mark and I decided that the airplane was airworthy, so I could fly it back to Tweed. After thanking him for the help, I headed towards the plane. I did the preflight inspection, followed the checklists (twice – I was determined not to make another mistake for the day) and I took off.

Soon I was back in New Haven, explaining to Charlie what had happened, and hearing - to my disappointment - that I had to be grounded. Amazing how a perfect day can turn into a disaster. Luckily the damage was small but the feelings and the thoughts that occupied me for the next few days were many. I felt a bit demoralized, embarrassed that I made a mistake, sad that I disappointed Charlie, angry that I allowed myself to turn a beautiful and fun day into an unpleasant one, lucky that nothing worse had happened. I recounted the actions I took to make the landing again and again, trying to figure out what I did wrong. But, in the end, the conclusion was always the same – I shouldn't have attempted the approach. When you know it's too gusty, there is no reason to risk it. There will always be another day.

Safe spring flying!

32028 –

Charlie found 1.1 hours on 028's Hobbs entered sometime between 27 Apr and May 7. Who does this belong to?

The FAR 91.411 bi-annual altimeter test was conducted on April 30, 2012, and all is A-OK, including for IFR operations.

55044 -

A crack found in the pilot side window has had an approved repair, with a new window on order.

As you may recall, I challenged you to guess where on 55044 the picture to the right was taken. No one guessed (☹) but I'll tell you anyway: It was taken inside the starboard wing, and shows the **bellcrank**, used to transfer the turn of the yoke into the up/down motion of the ailerons. It is this mechanism that we are protecting when we hold fast the yoke when tying down the airplane.



AVIATION EDUCATION & NEWS –

A new PTS (FAA-S-8081-14B, Private Pilot Practical Test Standards) comes into effect on June 1, 2012. Find a copy of the new standards at

http://www.faa.gov/training_testing/testing/airmen/test_standards/pilot/media/FAA-S-8081-14B.pdf

"As The Pro's Fly!"

Topic: Preflight, Weather, Enroute, Arrival, Approach and Landing

On Monday, May 21, 2012 at 7:00 PM

Location:

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

Select Number:

EA6344610

Description:

"As the PRO's Fly" is a unique presentation about airline flying that focuses on airline procedures and techniques that can be applied to General Aviation (GA) operations to improve safety and reduce risk. This exclusive briefing is oriented around a flight from JFK to Rome and presented by featured speaker Anthony Vallillo, a Retired Capt. and FAASTeam Representative. Don't miss this special briefing and start flying like a PRO!

"Going Beyond Kicking the Tires!"

Topic: Advanced Preflight

On Tuesday, May 22, 2012 at 7:30 PM

Location:

Volo Aviation
900 Great Meadow Road
Stratford, CT 06615

Select Number:

EA6344600

Description:

Can an advanced preflight keep me safer? Don't miss this exclusive NEW FAASTeam Initiative designed for both Aviation Maintenance Technicians (AMTs) and Pilots alike! Attendees are eligible for credit in both the WINGS and AMT Awards Programs. The advanced preflight is more than just a visual inspection of the aircraft. So what is it? Attend this special briefing and find out!

TWEED NEWS -

TSA Badges – Have you renewed?

Remember that to complete the procedure, you must have a completed application signed by our new 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 reserve a spot in the security refresher classes given over at West Ramp.

Taxiway Closures! – Closures of portions of taxiways A (between G and F) and C (between B and H) are going to result in new hold short lines while Tweed works to repair the asphalt. Be on the lookout for these, and pay particular attention to D-NOTAMS as you go out flying this spring.

PODCASTS & APPS & GADGETS– Please send me your favorite app, tech toy or podcast suggestion to share! (Thanks to Ifigeneia for this one...)



That's right—the only flying car you can buy today has just been approved for terrestrial driving by the National Highway Traffic Safety Administration. The organization had to grant a special exemption for the Terrafugia Transition, under the provision of “roadable aircraft.”

Unlike most light aircraft, the Transition needs automotive technology such as crumple zones and dual airbags to remain roadworthy. And like a car—or an expensive one, anyway—the Transition features a carbon fiber safety cage and takes unleaded gasoline,

albeit high-octane. Hey, airplanes aren't cheap.

The Transition could allow pilots to land early and drive to their destination if they encounter bad weather, as the car has a 500-mile range. Its 26-foot wings can fold in less than a minute, and can reach 115mph in the air and 65mph on the roads. And so far, how many rich people have sprung for this proof-of-concept? At \$250,000, the first 100 orders have all been accounted for. *[text and pictures courtesy of Autoguide.com]*



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 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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