

YALE AVIATION NEWSLETTER

May 2014



"Eat your heart out," thinks Ted. "We can't all be aerodynamical by nature."

UPCOMING EVENTS –

- **First Mory's Meet-up of the season!** – Friday, May 16th, 5:30 pm in the back Temple Bar. Be there! (YA Merchandise orders can be taken – I'll be ordering May 20th if you are interested...)



- **Wash & Wax** – Saturday, June 7, 9 am – YA Merchandise and a raffle are possibilities... Who would like this 15" diameter wall clock we received as being part of Sporty's Rebate Program?

- **Open Cockpit Event** – Sunday June 15th. New England Air Museum, located at Bradley Airport (www.neam.org), will hold Open Cockpit Event on Father's Day, June 15th. Visitors will be permitted to climb into cockpits of up to 12 vintage aircraft, a full motion flight simulator, and two static flight simulators. Aircraft, such as the North American F-100 Super Sabre, the WWII P-47 Thunderbolt, the A-10 "Warthog", the F-104 Starfighter, several helicopters and more, will be open. Also, as part of the day's activities, renowned aviation archaeologist Ric Gillespie will make two presentations titled "THE SEARCH FOR AMELIA EARHART." Amelia Earhart went missing over the Pacific Ocean in 1937 while attempting a round-the-world flight in her Lockheed 10-A Electra aircraft. Since 1988 Gillespie has been attempting to solve the mystery of her disappearance. After 25 years and 10 research expeditions, he has concluded that Earhart probably went down over Gardner Island (now Nikumaroro), an uninhabited atoll 350 miles away from her intended destination of Howland Island. In his talk, Gillespie will point out features on the Air Museum's Lockheed Electra 10-A aircraft which has proved to be extremely valuable to him in his research. The presentations will be at 11:30AM & 1:30PM. For

more information, visit www.neam.org or call (860) 623-3305.

- **This fall Yale Aviation will celebrate its 50th birthday.** Maybe a formal dinner and/or an event at Tweed? Ideas for appropriate ways to mark this occasion are encouraged!
- Joint event with Air Ocean Aviation (helicopters) this summer?
- Breakfast trip one of these Sundays?? Working with the Yale Undergraduate Aerospace Association (YUAA) on some combined program??? What would YOU like to do this year?? Contact **Ty Kamp** (tahia.kamp@yale.edu) or **Jill Levine** (jillp95@aol.com) with your ideas!!!

Contact **Clarice Begemann** (claricebeg@aol.com) for more information on how you can take a Young Eagle flying. This rewarding activity fits right in to our educational mission.

PILOTS...



Nico Britton soloed in April.

Congratulations to **Zhu Wang** on her marriage!

Manas Prasad has started his solo cross-country work. Soon, he'll be a private pilot!!

Laura Baldwin has gotten her instrument rating, and will soon start thinking about the commercial ticket....

Last year the club raised more than 23K, some of it from the donation of unflown hours. Those of you who've accumulated more hours than you might likely fly please consider donating to the club - it's tax deductible!! **Help keep Yale Aviation alive in the future as it was for you!**

... & PLANES

BIRDS! There are out there and looking for a place to build their nests. Be sure it is NOT in our engines! A careful pre-flight inspection and use of the noseplugs will help keep us safe.

32028 is A-OK.

55044 : please be sure to put the cover back on every time you fly – unless you are SURE there will be no rain until its next flight!

Josh Parsons reports, *“The Tweed Fly-in Event on April 26 went on as planned in spite of rainy weather. Unfortunately, the Avenger couldn't make it (it is not IFR capable), but the C-47 did and it was pretty cool. Here are some pictures.”* [L to R, in third photo: **Josh Parsons, Tom Sobocinski, Zhu Wang, Charlie Skelton**]



Clarice Begemann, Ben Baumgaertner, and Charlie Skelton went to visit **Don Macmillan** on April 20th as he works to build an RV12. He



welcomes anyone who wants to help – great opportunity to learn a few skills! Contact Don (donald.macmillan@yale.edu) to make arrangements.



AVIATION EDUCATION & NEWS –

"Are You Fit Enough to Fly ? Bring Your Friends Question and Find Out"

Topic: Aviation Medical Factors and Airmen Medical Certification

On Thursday, May 15, 2014 at 7:00 PM

Location:

The Old Firehouse
50 Whiting Street

Second Floor, side entrance
Plainville, CT 06062

Select Number:
EA6355493

Description:

Have you been having one of those days when you are flying along and are thinking, " Gee, I wish I was back on the ground", or I wonder if I should tell my AME about that medication that my physician prescribed to stop my dizziness? How about those OTC meds? At this seminar, FAASafety Team Rep, Pilot and AME will discuss medical conditions that may affect your ability to fly safely. We will be giving attendees a chance to ask questions of the AME in a non-threatening way, and no recording devices will be allowed at this seminar. **This seminar is hosted by Silver City Flying Club.** Register today, seating limited.

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 (FAASafetyTeam) 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

"How Does It Fly?"

Topic: The Art, Science and History of Aviation

On Tuesday, May 20, 2014 at 7:00 PM

Location:

Interstate Aviation
62 Johnson Ave.

Plainville, CT 06062

Select Number:

EA6355674

Description:

FAASafetyTeam Reps. Jason Archer, pilot and aviation educator along with CFII Terry Keller will take some of the mystery and myth out of some of the basic principals of flight. Put your thinking caps back on as we go back to school for a fun refresher. This interactive program will explore our basic understanding of the science behind the aerodynamics you have been taught. Learn how to make the some of the more complicated flight principles easy to understand and gain a fresh perspective on flight. This is a must see for those who educate and wish to inspire others to fly!

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **FAA Safety Team, EA-63 FSDO**

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The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

"Hartford IMC Club Monthly Meeting and Seminar"

Topic: Mastering The Art Of Instrument Navigation & Instrument Training Scenario Discussion

On Tuesday, May 27, 2014 at 6:00 PM

Location:

Meriden Airport
213 Evansville Ave
Meeting Room, Airport Terminal
Meriden, CT 06450

Select Number:

EA6355704

Description:

IMC Club, through its nationwide chapters, provides organized "hangar flying" focused on building proficiency in instrument flying. Believing that safety and proficiency are developed through education and experience. Monthly meetings use real world scenarios at each monthly meeting to engage our members and allow them to share and build their experience. You do not have to be instrument rated to attend. On Line registration is encouraged. Click the link below and register TODAY!

To view further details and registration information for this seminar, [click here](#).

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

The FAA Safety Team (FAASafetyTeam) 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

[Click here to view the WINGS help page](#)

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

The NE Air Museum's Flight Sim Spot provides visitors with a high tech flight experience. *The New England Air Museum is the largest aviation museum in New England and is a private, non-profit educational institution that was organized in 1959. Three larger hangars and an outdoor display contain more than 80 aircraft with permanent exhibits that include the oldest surviving aircraft in the U.S. – the 1870 Silas M. Brooks Balloon Basket, as well as an S-39 Amphibian plane – the first aircraft built in Connecticut by aviation pioneer Igor Sikorsky. Featured year-round are many historical aircraft and exhibits including a focus on World War II's Tuskegee Airmen, and a display about Amelia Earhart alongside a Lockheed Model 10 Electra – the same type of plane flown by the female aviator. The Air Museum is dedicated to preserving and presenting historically significant aircraft and related artifacts, engaging visitors through high-quality exhibits helping them to understand aviation technology and history and inspiring students through innovative and hands-on educational programs. It is owned and operated by the Connecticut Aeronautical Historical Association and is governed by a volunteer Board of Directors, with four full-time employees, 18 part-time employees, and more than 175 volunteers. The New England Air Museum is located on 36 Perimeter Road (off Route 75) on the North end of the Bradley International Airport airfield in Windsor Locks, Conn. It is open from 10 a.m. to 5 p.m., seven days a week, and features a large gift shop. For more information, www.neam.org or (860) 623-3305 or Facebook at New England Air Museum.*

Sporty's produces some free videos and tips, such as this one about Class B operations, which you may find interesting:

http://www.sportys.com/source/features/videoPlayer.cfm?catalog=PilotShop&filename=ClassBAirspace&?utm_source=PilotShop&utm_medium=email&utm_campaign=A14051B&utm_content=TipOfTheWeek

TWEED NEWS -

TSA Badges – Need a new badge?? Remember that for 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 fee (cash or check) over at West Ramp and have your new badge issued.

ONLINE -



YA MERCHANDISE! Only stickers remain in stock, \$1 or 50 cents (depending on size). We will be making another order for the June Wash & Wax, so let me know if you want t-shirts, mugs, tank tops etc - and your size - by May 20th.

In addition, we are setting up an online “storefront” at Customized Girl (one of our suppliers for t-shirts). Look for the link in the next newsletter, as this may well prove cheaper for you AND of financial benefit for the club! Contact Laura

Baldwin (lfbaldwin@aol.com) for more info.

Yale Aviation is on Facebook - be sure to post photos, ask questions of fellow pilots, encourage those who are working their way through ratings and exams, or see if you can organize a passenger on your next flight. We have opened this group so that your friends (and prospective members?) can see what we are all about.

Remember pictures can also be posted on our Yale Aviation website at www.YaleAviation.org.



We're taking part in Sporty's Flying Club Rebate Program which means we will receive cash back for our club on all your purchases from Sporty's. Every time you make a regular purchase at Sporty's – either online, at 800.SPORTYS, or in their store – we will receive a 5% cash rebate, using your email to link these purchases to our club.

Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code needed.

If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!



YALE AVIATION HISTORY -

THIS IS THE FIRST IN A MULTI-PART SERIES ON YALE AVIATION HISTORY, IN ANTICIPATION OF OUR 50TH ANNIVERSARY THIS FALL. THE EDITOR IS GRATEFUL TO HANK GALPIN FOR HIS WILLINGNESS TO DO THIS!

Yale Aviation History - Chapter One

The 100th anniversary of the Yale Aero Club is still two years away, but the 50th anniversary of the modern day Yale Aviation is this coming fall. So, in view of that (lesser) milestone, I would like to share my recollections and memorabilia of the first two or three years of Yale Aviation. This will not be a history of Yale

Aviation, per se, but Yale Aviation history, and I have titled it as such.

I was a sophomore in the fall of 1964 when three individuals proposed forming an organization focused on flight training and proficiency. It wasn't going to be a social club. I jumped on board immediately. Looking back, I know I didn't have the passion for aviation that consumes me now, but I spent my summers in Branford, Connecticut, and I remember watching every plane or helicopter that flew by. At Yale in 1964 I was a sportswriter for the Yale Daily News, but aviation became my beat, and I like to think that I helped the fledgling organization get the publicity it needed.

Appended to this brief introduction is my first article about Yale Aviation for the Yale Daily News which was published on October 16th, 1964. Over the course of the next several months I am going to submit to your editor additional news stories, photographs, and remembrances. Some of the material will be short, some lengthy. There will be lots of facts, and if you permit me, some opinions. I'll report this slice of history as best I can, but remember that these observances are mine, and I'll take full responsibility for reporting what I saw. I invite your comments. My email address is: travelair@centurytel.net

I've been active in aviation for almost fifty years. I'm kind of hoping that next year I will get the FAA's Master Pilot

Preparing For Take-Off

PILOTS REVEAL PLANS FOR YALE AVIATION

by Henry M. Galpin

Yale Aviation has filed its flight plan, and the new organization is just about to take off. Backed by the necessary groundwork accomplished during the summer, a Yale tradition in flying, and three enthusiastic founders, Yale Aviation lacks only one ingredient — members.

All interested fliers or would-be pilots in the Yale community are invited to attend an organization meeting in 201 William L. Harkness Hall on Monday at 7:30.

The three founders of Yale Aviation are Howard S. Weaver, associate secretary of Yale University, Professor Norwood Russell Hanson, and Frederick W. Smith, 1966.

Yale Aviation will be incorporated as a non-profit educational organization as soon as a minimum of thirty applications has been accepted. An initial membership fee of \$50 per member will provide the capitalization of the organization and enable the group to buy an airplane.

Blue and White Piper

Mr. Weaver, who was instrumental in laying the groundwork for the corporate structure and in investigating the questions of instruction, equipment, and costs, has announced the intention of Yale Aviation to purchase a new Piper 140 Cherokee. He is currently searching for one painted in the Yale colors.

The Piper 140 Cherokee is a two-place, low-wing aircraft, powered by a 140 horsepower engine.

It handles "like an elevator," said Mr. Weaver, describing its landing characteristics.

New Haven Airways, Inc., a Piper dealer at Tweed-New Haven Airport, home base for Yale Aviation, will be the fixed base operator. New Haven Airways has been very co-operative and will provide professional instructors, maintenance, and a dispatching service. In addition, a Cessna 172 will be available to Yale Aviation on a group basis.

'The Almighty Dollar'

The purpose of Yale Aviation is to provide an opportunity for a pilot who already holds a license to increase his proficiency in an airplane and to provide the best available instruction for a Yale undergraduate, graduate student, or faculty member who wants to learn how to fly. To undertake such a venture privately is very expensive.

Thus the value of Yale Aviation can be measured "in terms of the almighty dollar," stressed Professor Hanson. For members who hold private pilot licenses or higher ratings, the cost per hours of operating an airplane (including fuel, maintenance and insurance)



Yale Aviation intends to purchase a new Piper 140 Cherokee (shown above) as its first aircraft in its flight training program. An organization meeting for all interested undergraduates, graduate students, and faculty members will be held in 201 WLH, Monday at 7:30.

will be about half what could be obtained on a private basis. Aviation program may come close to \$400.

The training program also offers substantial savings. The flight and ground-school instructors are fully rated by the Federal Aviation Agency, and the ground-school course will be conducted on the Yale campus. The savings in obtaining a private pilot's license through the Yale

Yale Tradition

The history of aviation at Yale can be traced back to World War I. A club was formed then, and its members learned to fly and build their own airplanes. These pioneers went on to become "the backbone of the Air Corps," according to Fred Smith.

When Smith entered Yale three years ago, he was surprised to learn that there was no flying club of any sort, so he set out to change the situation.

"It is ridiculous for a school of the size and prominence of Yale not to have a program like Yale Aviation," stated Smith, and he cited the presence of about twenty graduate or undergraduate pilots on campus.

Enrolled in the Marines' officer training program, Smith tried to get a government aircraft through the NROTC. Mr. Weaver saw the need for a campus organization devoted to flying and kept the ball rolling. Yale Aviation has evolved largely through his efforts.

All three founders are experienced pilots. Both Mr. Weaver and Professor Hanson flew during the Second World War. Both are known to the aviation industry now as "weekend pilots." Mr. Hanson keeps his Grumman Bearcat, "the hottest prop-driven fighter ever made," parked on the ramp at the New Haven airport.

Smith holds a commercial ticket, a big step up from the private pilot's license. For several weeks the summer before last he did some crop dusting. Smith described the experience as "lucrative," but not without its risks.

Award which goes to an aviator with fifty years of experience and no reported accidents. (The "no reported accidents" issue might be a problem, but I don't think the FAA knows about two incidents with a Pitts and one with a Super Cub.) Commercial, single and multiengine land, instrument, and commercial rotorcraft. 5200 flight hours. Charter pilot, fire patrol pilot, commercial helicopter operator. Owned two airplanes before I owned my first car. (Which puts me in the good company of John Travolta who owned an Ecoupe before he owned a car!) Naval air intelligence officer (which more than a few people have told me is an oxymoron). Built Pitts Special while I was in the Navy. Farmer in Kalispell, Montana, for the last 40-plus years. Last 25 years just a round-dial, leather helmet kind of pilot. Currently have four airplanes: 1928 Travel Air 6000 (same model with which Delta Airlines started passenger service in 1929), 1948 Bucker Jungmann (biplane used as a trainer by the Germans and Japanese in WWII), homebuilt Super Cub, and a home built Bucker Jungmeister (developed by the Germans from the Jungmann for the 1936 Olympics in Munich when aerobatics was an Olympic event).

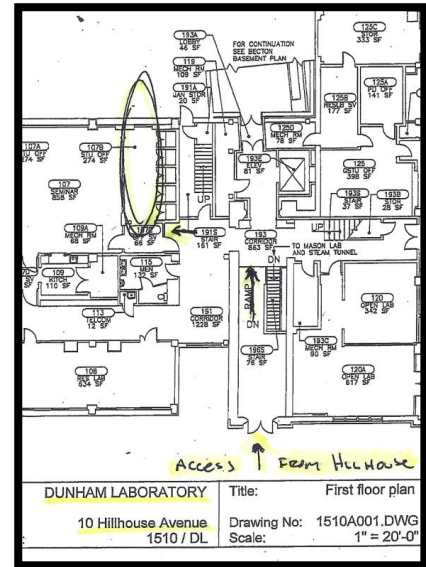
Coming in the June newsletter: profiles of the three founders of Yale Aviation. Fred Smith, Howard Weaver, and Professor Russ Hanson.

SIMULATOR -

The simulator has moved!

DL107b in Dunham labs (enter through 10 Hillhouse Ave) is the new home for the simulator, most likely for a good part of the spring term. DL107b sits behind a normally closed but "green lit" (unlocked door). Yale Aviation and the Yale Aviation Society will be sharing the space with engineering students who sporadically use the adjacent study carrels in that room.

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 can arrange access.



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