

YALE AVIATION NEWSLETTER

June 2014

UPCOMING EVENTS –

- **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." The presentations will be at 11:30AM & 1:30PM. For more information, visit www.neam.org or call (860) 623-3305.

- **Friday, July 11** – Meet-up at Ordinary, 990 Chapel St, 5:30 pm. This bar is owned by YA student & webmaster **Tom Sobocinski**. Be there!
- **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!
- 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...

Welcome to our newest member, **Slawomir Wojcik**, a private pilot working as a Biophysical Chemistry PhD candidate for 3-4 years at Yale: "I've always been attracted to unrestricted open space. In Poland, which is my home country, I had some experience with skydiving but it was not the freefall but rather the gliding with open parachute that I liked the most. That's why, a few months after I started my program at Yale, I decided to try flying a plane. Since that very first

flight I just couldn't stop, which ultimately led me to my private certificate. I think it's the combination of feeling freedom and being in control at the same time that makes flying so unique.”

Manas Prasad is in the home stretch – he has finished all the training requirements and is preparing for his PPL checkride!

Ben Baumgarten did his solo cross-country as he hopes to finish his PPL by the end of the summer before heading to Purdue.

Last Saturday June 7, 8 of us (**Sid Bogardis**, **Charlie Skelton**, **Laura Baldwin**, **Nico Briton**, **Clarice Begemann**, **Nina** (prospective student), **Larry Manley**, **Roberto Gonzalez-Echevarria**) gathered in the Robinson hangar to wash & wax the planes once again. The coffee cake was delicious (!), and reports are that, after removing 6 months of grime, performance has noticeably improved on 044....



Roberto Gonzalez with the model he created while convalescing from hip surgery.

Nico Briton won the Sporty's "Learn to Fly" clock at last Saturday's Wash & Wax! Further inspiration as Nico works to finish his private pilot license....



Clarice Begemann and **Larry Manley** clean the wings of 028 while **Nico Briton** demonstrates the safety features of our Piper Cherokee aircraft, **Sid Bogardis** works on cleaning the tail, and **Laura Baldwin** scrubs the belly of 044.



Meanwhile, while we were washin' and waxin', **Mirai** and her father **Akihiro Hashimoto** went on a training exercise with the Civil Air Patrol (CAP). Below is her story of how they spent their Saturday:

Civil Air Patrol SAREX (Search And Rescue EXercise) @KGON

By **Mirai Hashimoto**

On June 7th, my father and I arrived at KGON at 08:30. We signed in and listened to various briefings by the incident commander, transportation officer, etc. At the SAREX, we were separated into two major groups: *Ground Team* or *Air Team*. Initially, my dad and I both signed up for the *Air Team*. The *Air Team* includes various positions such as the mission pilot, mission observer, mission scanner, photographer, etc. Because neither my dad nor I are CAP pilots (we plan to become CAP pilots over the summer if CAP planes and instructors are available), we started our SAREX training to become mission scanners.

What is a mission scanner (MS) you ask? Well, first when the CAP receives a call from authorities asking for help searching for missing aircraft, boats, or individuals, CAP sends out the ground and air teams. The scanner on the aircraft will be the person primarily responsible for looking for the missing aircraft, boat, or whatever it may be. The mission pilot, as the name suggests, is the pilot in command. He/she is only responsible for flying the aircraft while the mission observer is the one that handles the radio communications and helps the pilot with navigation. The photographer ... well... takes photos.

To be eligible to train as a mission scanner, we need to have attended one ground lecture (which covers over 30 various topics) and take 2 online FEMA courses. We also are required to have attended at least two missions. Unfortunately I did not finish the lecture portion so I was not eligible to train to become a mission scanner, although my dad was able to.

“After the briefing, I went on board a C-182T and departed KGON to fly west near the coast line. The original plan was to fly at 1000 feet, 1 mile away from coast line. The Flight Release Officer asked us to fly at 2700 feet for safety reasons (to avoid traffic and any possible engine failure). *Don't worry Charlie, we didn't fly at your special altitude!* We (CAP MP, MO and I) took off around 11:30 and flew to KBDR. On the way I watched for fishing boats, yachts, tankers and people on the beach (2700 feet was too high to look for small targets). When we flew near KBDR, we had a little chat (joking with in-crew members) about experiences with the KBDR controller and rumors why people do not want to deal with them... Then we turned back to the east and headed back to KGON around 13:00. This was my second mission so my trainee status changed to full MS. – **Akihiro Hashimoto**”

Because I couldn't work with the air team, I went off with the ground team instead.

“First we went to a local park, where a ground team officer set up a ‘missing person’ scene before the entire training crew got there. Our team was briefed on safety, such as making sure that you are wearing proper shoes, have water, and have an emergency whistle. I, of course, broke all three rules and was unprepared. I was not supposed to be involved with the ground team so I was already at a disadvantage. Luckily we were not outside for too long so water was not an issue. Anyways, our group learned how to do a line search. For those who do not know what a line search is, you may have read about them in a mystery novel where police men/women line up side by side and walk forward in unison looking for ‘clues’ or ‘potential evidence’. When an individual finds something that may be important, he/she will blow on the whistle once. This signals the others to stop walking and allows for the police investigator to look and observe the evidence. So, we began our line search at this park. Because I didn't carry a whistle, I was really praying that no ‘evidence’ was in my direct route. Periodically, the major overlooking our activity had to stop the group because we were not moving in unison. Eventually we got it down perfectly. When we were half-way through with our search, I ran into a big ugly neon yellow glow stick and matches. So I thought to myself maybe this is the ‘evidence’. As I said before, I did not have a whistle so I tried to mimic the sound of a whistle ... which by the way didn't go so well... nails on a chalkboard. I got the attention of the entire group though! The line stopped and the evidence was

‘collected’. We did this for a good 10 minutes then moved onto how to use a reflection mirror to get the attention of aircraft and other individuals. This was our first basic ground team training. It was an extremely embarrassing but interesting training! – **Mirai Hashimoto**”

Overall, both my dad and I had a great time at the SAREX. We were able to meet a lot of fellow members and cadets, and to get really hands-on experience. If anyone has interest in the Civil Air Patrol, please feel free to come meet our squadron based right on the KHVN airport. We meet every Monday night from 7-9PM!

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

32028 is A-OK after completing its 100 hour/annual inspection. A loose bolt was tightened on the front landing gear axle – always good to do an extra thorough pre-flight after an annual inspection!

55044 has had further work done on the door and all the windows resealed to help eliminate the leakage of rain into the cabin, which continues to be a problem. **Please be sure to put the cover back on 044 every time you fly – unless you are SURE there will be no rain until its next flight!**

AVIATION EDUCATION & NEWS –

"Communicate Like A Pro"

Topic: Communicating With Air Traffic Control

On Tuesday, June 17, 2014 at 7:30 PM

Location:

Volo Aviation
900 Great Meadow Road
Volo Hangar
Stratford, CT 06615

Select Number:

EA6355988

Description:

The need for good communications is heightened as we enter the busy flying season. Do it like a pro and impress everybody listening. Communicating effectively is one of the most important things that pilots do! When you communicate correctly and confidently, you sound like an experienced airman. ATC and others will respect your ability and know that you will work efficiently in the ATC system. Also, there will be a briefing on the soon to begin Runway Safety Area (RSA) project that will impact flights into and out of Sikorsky Memorial Airport. Learn from some experts and share your experiences communicating in a complicated system. Attend this exclusive event. 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: **FAASTeam, EA-63 FSDO**

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

"Hartford IMC Club Monthly Meeting"

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

On Tuesday, June 24, 2014 at 6:00 PM

Location:

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

Select Number:

EA6356359

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. 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 (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

[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!

This video, sent to me by **Manas Prasad**, is a compilation of close calls edited by a guy who calls himself FlightChops, among them “wake turbulence ... due to a Dash 8 which we encounter frequently at HVN”. Thanks for this, Manas!

<http://youtu.be/BuGFIxkyLU>

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! Although there are still a few stickers, in general we have decided to make purchasing YA-logoed merchandise easy for our members by setting up two online “storefronts,” one at Customized Girl (<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<http://www.zazzle.com/yaleaviationstore>). What you order will be delivered directly to you, PLUS a portion of the sales will come back to the club.

Contact Laura Baldwin (lfbaldwin@aol.com) if you have any questions or have ideas for additional merchandise!

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 SECOND 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 Two:

The Three Founders (abridged)

I call myself a “Type C” person, beyond a “B.” I’ve met “Type A” aviators and I stay away from them. One should approach aviation with due deliberation but also infuse the experience with the joy that comes with every flight. Like Marcel Proust, whose reveries flooded him whenever he ate a small cake, I smell avgas and my mind reels with aviation happenings. I can remember the new smell of 6405W, Yale Aviation’s first Cherokee 140. When I was in college I spent rainy days at the Sterling Memorial Library high up in the stacks where the aviation collection was kept. There were hundreds of documents, and I think I looked at every single one. I discovered “Slats” Rodgers and “Old Soggy No. 1.” I read a World War I flight manual and taught myself aerobatics. In short, I have studied aviation, and I can honestly say that I would rather read about the people of aviation than their hardware. Oh gosh, you are getting a stream of aviation consciousness, and I digress.

So, I promised you profiles of the three founders of Yale Aviation in 1964; let’s get on with it.

Frederick W. Smith, Class of 1966, was already an accomplished pilot when he came to Yale. I probably met him four times. Yale Aviation was not a social club. Members could pass each other in the office of New Haven Airways and not know that they belonged to the



Fred Smith in Yale Aviation’s brand new Piper Cherokee 140, N6405W. This photo was probably taken by Alexander “Sandy” Trevor, Class of 1967, who was among the first students to join Yale Aviation.

same organization. Fred had a twin-engine airplane from time to time, and I flew with him once in a Twin Comanche on a photo flight over the campus. I distinctly remember that the door (which was on my side of the airplane) was secured with a screwdriver through the latching mechanism. Fred was not concerned.

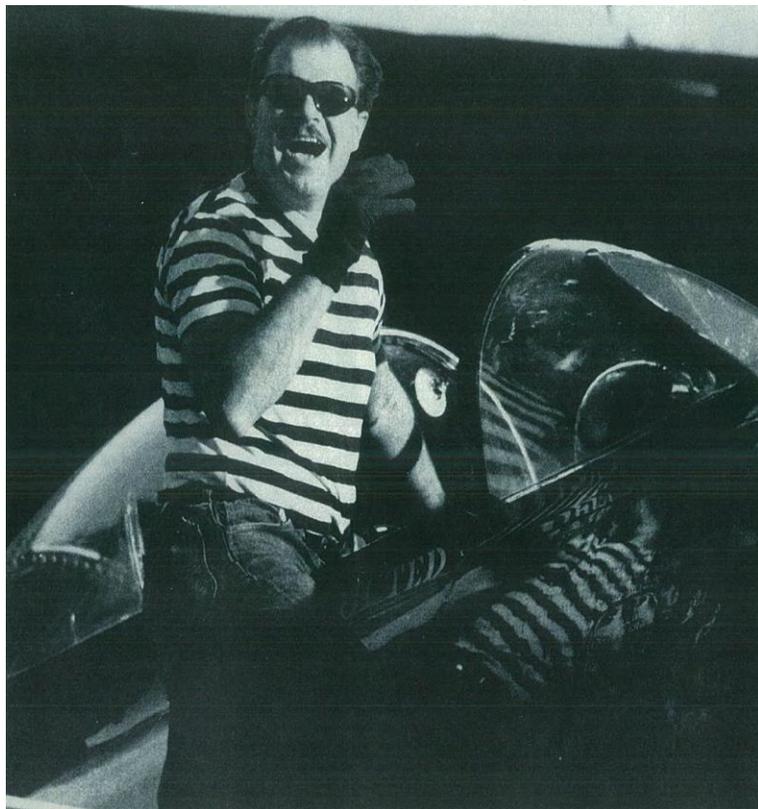
As the world knows, Fred founded Federal Express, creating a new industry. It wouldn't surprise me at all if it is a case study at the Harvard Business School. I can't begin to write the history of FedEx in a paragraph or two, but I feel quite comfortable describing Fred as both a visionary and a pioneer. That puts him in the august company of the Wright brothers, Billy Mitchell, and Juan Trippe. Lindbergh was a pioneer but not a visionary, so you can see that a great many famous aviators do not make the cut.

Our second founder was **Howard S. Weaver, Class of 1948**. Mr. Weaver had an office in Woodbridge Hall where he worked as an assistant to President Kingman Brewster. He had various official titles, he knew everybody, he could arrange things, and he could get things done. I've always thought that if there were any bodies buried during the Brewster administration, Howard Weaver would have known where and how deep.

Mr. Weaver flew B-25s in the China-Burma Theatre during World War II. There was a rumor that his civilian pilot's license was for multiengine only. Mr. Weaver's office drew up the incorporation papers for Yale Aviation, and the organization was run from his office. As Yale Aviation's second president (after Fred Smith) I was called in from time to time to sign something. I suspect that Fred's experience was similar to mine. If it seems strange that a campus organization could be operated under the nose of the Yale president, it should be noted that Kingman Brewster was a Navy patrol plane pilot in World War II and had an abiding interest in aviation.

If Howard Weaver was the corporate "suit," and Fred Smith was the undergraduate and future visionary, can we describe **Professor Norwood Russell Hanson** in a phrase or two? The answer is no; not remotely possible. I would like to call him a friend of mine. We flew places together, and he borrowed my airplane many times. I should have tried to coax some aviation stories out of him; I heard a few, but most of them came later, from other people. He was an academic and an aviator, and I only knew him as the latter. We shared the passion: while mine was nascent, his was full-blown, virulent, and contagious.

Born in 1924, Russ Hanson soloed in 1940 at the age of 16, and by the age of 19 he was a Marine fighter pilot flying off the carrier Franklin, closing in on Japan in the last year or two of World War II. He had 2500+ hours, mostly in Corsairs. After the war Hanson earned degrees from Chicago, Columbia, Oxford, and Cambridge. He was a concert-class musician, rode a huge Harley, and had a disassembled Jaguar SS100 in his



basement. His specialty was the philosophy of science, and if you google his name today you will find all kinds of incomprehensible stuff, but you won't find what I'm going to tell you about right here. There were whisperings that he was lured to Yale with a \$40,000 a year salary (which you can reasonably

multiply by ten or more to get the equivalent dollars today. Tuition, room, and board was \$2500 in the mid-1960s).

Beyond all the academic accolades Professor Hanson owned and flew a Grumman F8F-2 Bearcat, the fastest prop-driven fighter ever built. He delighted in buzzing the Yale Bowl during football games. It sounded like rolling thunder, and the hair on my arms still stands on end. Of course he got into trouble for this too. Professor Hanson felt that the Bearcat was the epitome of industrial art and when well-flown (by him, naturally), it was educational, and we should applaud his efforts on our behalf. I thought it was great! He had a streak of arrogance, but he wore it perfectly. Personally, I found him extraordinarily polite and humble. I guess he had a dual persona, and I only knew one of them.

We'll learn a lot more about Professor Hanson in Chapters Five, Six, Seven, and Eleven.

Four documents compliment this chapter and can be found on our website (along with the wonderful unedited version of this chapter) or you can contact Laura Baldwin lfbaldwin@aol.com who will send them you to:

- 1) "Last of the Red Hot Cats" written by Professor Hanson for the February 1964 issue of Flying magazine.
- 2) Yale Aviation's first brochure. Take note that the cost per hour in the 140 was \$8.50!
- 3) Professor Hanson's airshow brochure (a 2-document collection).

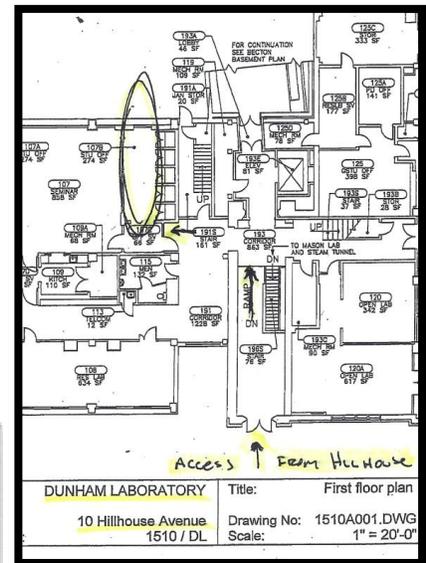
Coming in the July newsletter: Six Yale Aviation pilots solo and Hank's private checkride.

SIMULATOR -

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