

YALE AVIATION NEWSLETTER

July 2012

UPCOMING EVENTS –

- Look out for a fall get-together in the Simulator room. Details to follow...

PILOTS & PLANES –

Wash and Wax – See how much fun we had getting the planes nice and clean? Look at that nose cone shine! Thanks to everyone

who showed up on this sunny and hot Saturday.



We have a new policy for leaving the keys if you return to the airport after hours – you should leave them in the drop-box located to the right side of the opening of the main hangar (see photo to the left showing this dropbox).

Check out the updated Yale Aviation website at www.YaleAviation.org. The team of **Tom Sobocinski**, **Ty Kamp**, and **Laura Baldwin** worked to get current information reformatted so it is easy to access, plus we've added such features as a list of useful web sites and textbooks for training. **Suggestions are always welcome**, as we hope to continue with periodic updates and refinements of the information! The next addition will be a gallery section of names and pictures to help you remember names of fellow members – please send Laura (lfbaldwin@aol.com) a picture as we work to include this new feature to the site.

For the summer, all planes will be kept filled to tabs only. Also, **please install glare shield after every flight!!!!**

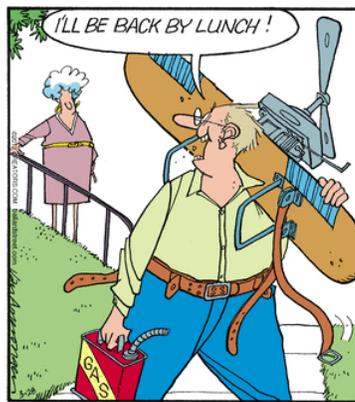
N55044 has spent this week in the shop, getting a new skin on the left aileron, plus the pilot-side window is being replaced and work is being done on the door.

N32028's 100 hr/annual is about to be done. Full report next month!



"I guess I've just always been attracted to the freedom of it all!"

Be sure to say hello to our two newest members: **Catherine Padhi** and **Mark Otterson**. "I became interested in flying while in High School. Unfortunately, I did not have the resources available to take lessons. Flying opens up a whole new dimension of seeing the world and traveling the country. The physics of flight is very fascinating to me.", says Mark.



Optimist Chet Owens

We bid a fond farewell to **Nield Mercer** (moving to the west coast) and an "until later" to **Avi Silberschatz**, who has gone inactive while teaching at Israel University for 6-12 months.

Amy Jeffries has completed her night flights and is now preparing for the checkride – good luck, Amy!



L to R: Flanagan's grandson **Will Viloudaki**, **Clarice Beggman**, **Mirai Hashimoto**, **Akihira Hashimoto**, **Laura Baldwin**, (visiting friend), **Mark Volchek**, and granddaughter **Emily Viloudaki** enjoy a lovely supper at Mr. Flanagan's home in Madison, CT.

Dinner with Thomas J. Flanagan – At 91, Mr. Flanagan has had a lifetime of flying, having been an airline pilot with Pam Am after returning from WWII. He helped orchestrate the Berlin Airlift, and lived throughout Asia and Europe before becoming senior vice-president, operations, for Pam Am in 1969. His personal friends



L to R: **Liz Viloudaki**, **Thomas Flanagan**, **Laura Baldwin**, and **Ty Kamp** listening to Flanagan's impressions of Germany after the war.

include aviation greats such as Juan Trippe and Charles Lindberg. We had an interesting time looking through his logbooks – including those when he was a student pilot in the late 30's – plus binders that held collections of memorabilia from a lifetime of flying.

AVIATION EDUCATION & NEWS –

"Mid Island Air Service Monthly Pilot Safety Seminar"

Topic: LSAs – The New World & the New Technologies

On Saturday, July 14, 2012 at 8:30 AM

Location:

Mid Island Air Service, Inc.
101 Hering Drive
MacArthur Airport
Ronkonkoma, NY 11779

Select Number:

EA1145151

Description:

You are invited to a safety workshop titled LSAs – The New World & the New Technologies. This seminar is presented by featured speaker Lou Mancuso – President Mid Island Air Service & Mike Bellenir Mid Island CFI, CFII, and Aerobatic Pilot. See the newest technology and what we've learned in the last 5 years. Hosted by: Riverhead Bay Motors & The Doorologist.

Moving Away From Paper - The use of MedXPress is mandatory beginning October 1, 2012

Notice Number: NOTC3897

Effective **October 1, 2012**, pilots must use FAA MedXPress to complete an electronic application for an Airman Medical Certificate or Airman Medical and Student Pilot Certificate, FAA Form 8500-8.

As many of you know, the Federal Government is taking steps across the board to become more efficient and to reduce costs, and our move to electronic records is consistent with those initiatives.

One of the significant enhancements will establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications.

Future enhancements will also transition air traffic control specialists (ATCSs) to MedXPress, after internal FAA coordination and some modifications to the ATCS certification system.

Why wait for the October 1, 2012 deadline? We encourage you to begin using MedXPress today. MedXPress is located at <https://medxpress.faa.gov/>

If applicants have any technical issues with MedXPress, they may reach MedXPress Support at 877-287-6731.

What Does Roger Really Mean?

Notice Number: NOTC3893

For most of us, we learned to use the word "Roger" early in our aviation career. We learned that it simply means that we heard and understand what the other person said. We were clearly taught that it connotes no permission or authorizations. For whatever reason, we then go through our career or hobby of flying and hardly ever use that word. And we seldom hear it spoken by ATC!

So what happens when we have a problem on the airfield and we tell ATC that we need to do something and they say "Roger?" What does that mean? Let me give you a recent example.

A C-210 received ATC clearance to taxi via Taxiway Juliette and to cross Runway 1/19. En-route, the C-210 pilot advised ATC that the aircraft just blew a tire. The pilot requested to exit the aircraft to inspect the wheel. The Tower authorized the pilot's request and asked the pilot to advise if he needed help.

At this time, a C-172 reported inbound with a request for full stop landings or touch and go's on Runway 1. The tower cleared the C172 as requested. (Can you see the Runway Incursion scenario developing?)

The C-210 pilot came back on the frequency stating he had a wheel come apart. The Tower asked his intentions, and the C210 pilot said if he moved the aircraft it would do damage and requested to go to an FBO. (Getting to the FBO from the damaged C-210 would require a runway crossing.) The Tower responded "roger." The pilot responded, "Thank you very much."

The Tower then observed two men on foot walking towards the runway. The tower called the C-210 several times with no response. The Tower, after observing the men crossing the actual runway told the inbound C-172 to go around and enter right traffic for Runway 1, later changing clearance to land on Runway 5.

It appears to me that with the additional stress caused by the blown tire, when the pilot made his request to go to the FBO, he expected the Tower to give him a "Yes" or a "No", and when the Tower replied with a simple, "Roger," he forgot his early training that "Roger" is not an authorization -- and started hiking!

Fortunately, the pilot of the C-172 executed a proper go-around and landed safely on another runway.

The Aeronautical Information Manual is the authoritative source for proper aviation communications. You might want to take an opportunity to review communication procedures in the AIM: http://www.faa.gov/air_traffic/publications/atpubs/aim/. But most of all, remember your early training - "Roger" only means that someone heard what was said; it does not give authority to do something.

Remember that crossing any runway, whether in an airplane, a vehicle, or on foot, always requires a specific authorization from ATC.

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

I just love the idea of a flying car! Check out this clip of Terrafugia's Transition doing 1st phase test flights in June 2012: <http://www.terraflugia.com/VideoPhase1FlightClips.html>



TWEED NEWS -

TSA Badges – Have you renewed? Remember that to complete 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 reserve a spot in the security refresher classes given over at West Ramp.

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**Taxiway Closures!** – Closures of portions of taxiways A (between G and F) and C (between B and H) are going to continue while Tweed works to repair the asphalt. This may take some time, since funding is currently missing. Be on the lookout for these closures, and pay particular attention to D-NOTAMS as you go out flying this summer.

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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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