

# YALE AVIATION NEWSLETTER

July 2014

## UPCOMING EVENTS –

- Anxious to fly more challenging missions as an instrument-rated pilot? Looking for a safety pilot to help with approach practice?? We are hoping to pull together a sub-list of members who would like to share & encourage the growth of experience, especially in soft IMC. Interested? Contact **Laura Baldwin** ([lfaldwin@aol.com](mailto:lfaldwin@aol.com)). In addition, check out [www.imcclubs.org](http://www.imcclubs.org).
- **Yale Aviation will celebrate its 50<sup>th</sup> birthday this fall.** 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](mailto:tahia.kamp@yale.edu)) or **Jill Levine** ([jillp95@aol.com](mailto:jillp95@aol.com)) with your ideas!!!



## PILOTS...

### Welcome to the following two new members of Yale Aviation!



**Michele Paris** is married with two children. She has lived in Connecticut for 12 years and is originally from Miami Beach, Florida. She has always dreamed about flying, and for Mothers Day she was surprised with flying lessons.

**Jeremy Owings** - In 2006 I started a degree in Flight Operations at the University of Dubuque in Dubuque, Iowa, with the goal of becoming a professional pilot. I graduated with my Commercial Single & Multi-Engine Licenses and Instrument rating and just short of 300 hours- right in the middle of a recession. Luckily I had worked at the local FBO through school, and with my experience, and a lot of luck, I was able to get a job in Airport Operations at the Westchester County Airport. Finally now after almost 5 years I've got the opportunity to fly again with you, and I'm as excited

as I was when I started out. I'd also encourage anyone who wants to come by and check out HPN to contact me; I'd be more than happy to set you up with a personal tour.



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**Ben Baumgaertner** will be taking his private pilot written exam this week in order to complete his PPL by Aug 14<sup>th</sup>. A scholarship at Purdue requires he have his PPL by then. Wish him the best!

As **Shep Stone** cleaned out his garage, he discovered DVDs, books and CDs on flying and aviation training which he is willing to donate to the club. **Charlie Skelton** will be sorting out the items so that we can loan them to members. Thanks so much for the donation, Shep!

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### FAASTeam Seminar with David Faile

On June 17 Volo Aviation hosted a FAASTeam lecture by David Faile on *Communicating With ATC* at Sikorsky Memorial Airport (KBDR). The meeting started with a description of the improvements and upgrades to be begun at their airport, and continued with a review of the good habits & best practices we should consider anytime we take off.

From a communicating point of view, remember that all communications should be concise and clear. The point, after all, is to have understanding between ATC and the pilot in the fewest words possible so that others can do the same. Knowing the lingo, and what should and should not be repeated, helps, BUT remember that understanding is paramount. If that means if you need to use more words, or abandon the set phraseology, you are free to do so. Still, it is good to remember the following practices in our efforts to become better pilots:

1. No need to request a frequency change when departing class D (unless requested).
2. Tower must give permission for 360-degree turns in its airspace; there should be no 360-degree turns at non-towered airports.
3. You must advise Tower you want full-length for departure – otherwise you must follow instructions and use the intersection given.
4. Have your position lights on BEFORE you taxi, along with your transponder (more airports are asking that transponders be used when taxiing). Turn your landing light on anytime you are below 10,000 ft.
5. Remember there is NO “line up and wait” at a non-towered airport. Neither should you ask all traffic to advise of their position. This can lull you into a false assurance that you have heard from everyone!
6. Use “Wilco” (ie “will comply”) to acknowledge receipt of instructions along with your call sign. Remember to use your complete call sign until ATC shortens it.
7. When doing touch & goes, there is no need to include the type of landing (shortfield, soft-field, etc) when mid-field downwind, neither is there the need to repeat the facility name.
8. When at a towered airport the following instructions need to be read back:
  - a. Runway assignment
  - b. Hold short
  - c. Line up & wait
  - d. Crossing of ANY runway
  - e. Take-off and landing clearances
  - f. Land and hold short operations (LAHSO)
  - g. Taxi instructions
  - h. Any clarifications made (to be sure everyone understands)

The above is **NOT** an exhaustive list of everything one needs to do when communicating with ATC. For those who want further info, check out AIM Chapter 4, and the “Runway Safety Best Practices” brochure located at the following link:

[http://www.faa.gov/airports/runway\\_safety/publications/media/Runway\\_Safety\\_Best\\_Practices\\_Brochure.pdf](http://www.faa.gov/airports/runway_safety/publications/media/Runway_Safety_Best_Practices_Brochure.pdf)

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On Friday, July 11 new members **Michele Paris** and **Jeremy Owings** joined **Charlie Skelton, Laura Baldwin, Jill Levine, Akihiro Hashimoto, Ty Kamp** (and family), **Tom Sobocinski, Slawomir Wojcik** and prospective member Norman Forrester at Tom's bar "The Ordinary" in New Haven. Proud entrepreneur Tom showed off the labels for his new brewery Black Hog, and many, many stories were told. Thanks to Tom for providing yummy nibbles with our drinks!



Contact **Clarice Begemann** ([claricebeg@aol.com](mailto: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.

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** has new black oleo fill plugs (see picture at left), as does 044.

**55044's** radio reception (NOT transmission) in the 119 area frequencies continues to be a problem. Charlie is working to resolve this issue. **Please be sure to put the cover back on 044 every time you fly.** Plans change too frequently not to!

## AVIATION EDUCATION & NEWS –

### "Proficiency Matters - Are You Ready For In Flight Emergencies?"

Topic: Why Proficiency And Currency Matters In Dealing With Life Threating Emergencies.

On Saturday, July 19, 2014 at 10:00 AM  
Location: Meriden

### Description:

Preparation is the key to success! It's no different in aviation. History has taught us that inadequate pre-flight planning can often lead to undesirable outcomes, including accidents! At this exclusive briefing we'll discuss how thorough preparation for a long cross country trip, along with recurrent training and proficiency made the difference in the life of one pilot who made it to the ground safely after the engine quit! Attend this meeting and hear this exciting story! Would you make the same emergency decisions as this pilot? Pre-Registration is encouraged. Click the link below to register TODAY! Sponsored by CT. Chapter of the Ninety Nines, refreshments provided!

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

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

The FAA Safety Team (FAASteam) is committed to providing equal access to this meeting/event for all

Markham Airport  
213 Evansville Ave.  
Terminal Building, Meeting Room  
Meriden, CT 06450

**Select Number:**  
EA6356705

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

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**"OFC Safety Day and FAASTeam Seminar, Can You Depend on On-Board Weather?"**

Topic: Avoiding Hazardous In-Flight Weather, Including Thunderstorms! From The NTSB Top 10 List.

On Saturday, July 19, 2014 at 1:30 PM

Location: Keystone Aviation  
288 Christian Street, # 10  
Oxford, CT 06478

**Select Number:**  
EA6356756

**Description:**

July 19. Spot Landing contest, 9:00-12:00. Ramp Side lunch at 12:00. Award Presentation at 1:00 followed by FAASTeam Seminar. Come and learn from a seasoned career professional corporate pilot. Ken MacDonald will explore the techniques of reading the weather either on board or during preflight. Watching the radar and the trends and determine which direction to fly and which to avoid. Learn how to read and fly safe in ugly weather situations. Prior to on-board weather a pilot would need to review weather trends and interpret what the trends were and determine in what direction weather is moving. Will you be in the way? What are your options? What do you do? Learn from someone who can provide invaluable insights and relate some of the techniques which can be used by VFR and IFR pilots alike. Staying out of IMC without an instrument rating is critical. This seminar applies to pilots of all experience levels Attend this exclusive seminar to learn how. 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, 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.

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

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**"Hartford IMC Club Monthly Meeting"**

Topic: Mastering The Art Of Instrument Navigation & Instrument Training Scenario Discussion  
On Tuesday, July 22, 2014 at 6:00 PM

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

**Select Number:**  
EA6356863

**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!

Due to Popular Demand by past attendees we will be presenting another real life scenario.

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

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

Those of you on Facebook may have seen this site in your news stream. Site includes lots of quick, fun and informative quizzes on all aspects of flying.

[www.boldmethod.com](http://www.boldmethod.com)

## 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](mailto:lfbaldwin@aol.com)) if you have any questions or have ideas for additional merchandise!

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**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](http://www.YaleAviation.org).

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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](http://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!!**





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

### Yale Aviation History – Chapter Three:

#### Hank's Private Checkride

The primary purpose of a checkride is for the examiner to ensure that the applicant has the skill and judgment to continue learning at that new level. I think everyone will agree that every flight should have an element of education in it; otherwise, you'll never become a better pilot as the hours pile up. In most cases a checkride is a positive experience. My private checkride was decidedly not, which is why I am going to discuss it here.

I started flying 6405W in November 1964 and soloed after about seven and a half hours, flying about twice a week. When I had 25 hours one of our members ran 05W off the runway and damaged the nose wheel strut, so I switched to a Cessna 172. By late May, 1965, with about 44 hours of flight time, I was ready for the private checkride.

The examiner was Mike Jellen at the Meriden airport. I feel certain that Mike worked nights at Pratt and Whitney because he was not happy to have to give a flight check that Friday morning. He was also a big man, so big that I knew the plane was going to behave differently, adding distance to the takeoff roll, and probably making power-off approaches come up short.

We seemed to start off OK, but the first thing he wanted was a groundspeed check after we had gone just three miles in about a minute and 40 seconds. I'd never set that kind of time on the computer before, but the arrow came up on a plausible number and Mike grunted. Then we went under the hood for some instrument time. "Get your g-- d--- hands off the controls, this plane will fly by itself!" Nobody had ever talked to me like that before, certainly not in an airplane. I should have dived back to the airport and kicked the SOB out. But I was only 19 years old, and I didn't know how to do that. (I do now, though, and wouldn't hesitate.)

Examiners probably don't behave like Mike Jellen anymore because instructors prefer to send their students to decent individuals. I met a "screamer" a few years later in my aviation career, and he was such a jerk it was almost comical. Mike did pass me that day, and the next few flights were with my brothers, a few friends, and my mom!

*Coming in the August newsletter:* The first Annual Report of Yale Aviation and our "Be a Pilot" ad in the Yale Daily News



This photo was published in the March 18, 1965 issue of the Yale Daily News under the headline "New Soloists Congratulated." The caption: Members of Yale Aviation who have soloed since November include (l. to r.) Douglas F. Schofield, 1967; Nicholas F. Kaiser, 1967; Alexander B. Trevor, 1967; Frederick W. Smith, 1966, president; **G. Neild Mercer**, graduate school; Henry M. Galpin, 1967; and Michael J. Levine, graduate school.

A short article followed: Yale Aviation's initial activities have been "highly successful," according to Frederick W. Smith, president of the group. Speaking last week at a meeting held to congratulate the eight student

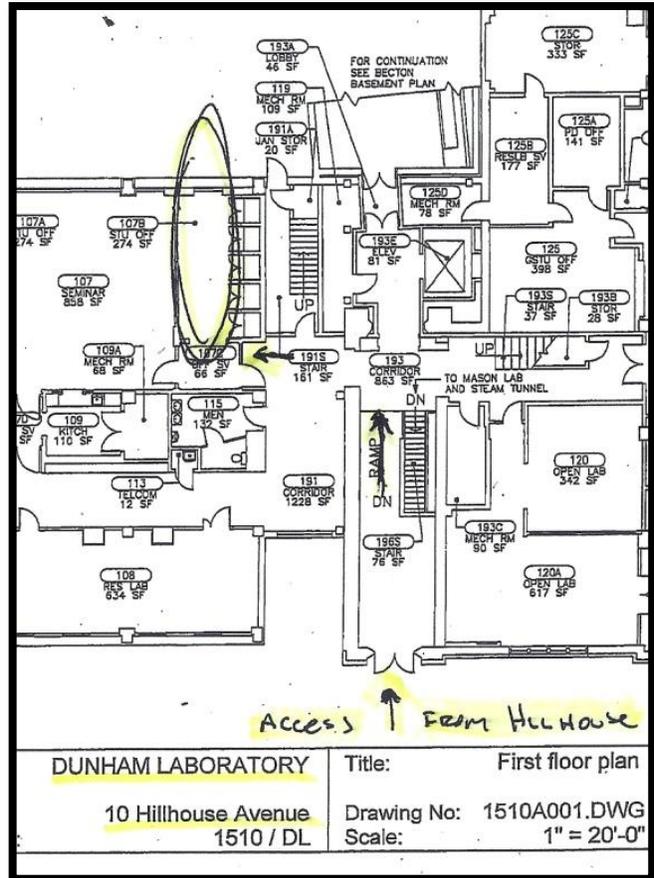
pilots who have soloed in the organization's plane, Smith stated that the activities of the first three months have surpassed the original plans. He reported that plans for the initial three months called for an enrollment of 30 and an average of 50 flying hours per month. The enrollment is currently 33, and nearly 250 hours have been flown. Treasurer Wood Lockhart, a graduate student in architecture, said that Yale Aviation is "meeting the budget and paying the bills." Unsolicited contributions from aviation-minded alumni have aided the group. The group is planning a dinner and reception for next month.

**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](mailto: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 goes 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