

YALE AVIATION NEWSLETTER

August 2012

UPCOMING EVENTS –

- Look out for a fall get-together in the Simulator room. Details to follow...
- NE Pilot's Group promotes get-togethers and fly-ins in our area. It was founded 8 years ago to address two issues: The first is to give member pilots good reasons to take to the skies and enjoy the privileges that come with a pilot certification. The second is to encourage member pilots to bring along non-pilots, including family and friends, to demonstrate that general aviation enables us to do things that would not otherwise be possible or practical. Their next event is Saturday, August 18, 2012, 10:00 AM, Sky Haven Airport, Rochester, NH, but events occur all the time. Check them out at www.meetup.com/NEPilotsGroup/events.

PILOTS...

Welcome to **Christine Kim**, our newest member: she is an environmental policy expert (consulting national and local governments to better assess and improve their environmental and energy information management), plus she's a graduate of Yale College, the Graduate School of Arts & Sciences (Poli-Sci), and worked and taught at the Environment School (as well as having been a development and women's rights activist, legal aide, public television reporter and producer, internet start-up entrepreneur, food writer, personal chef, event coordinator, translator, tour guide, choreographer, courier, and pig farmer). Her husband teaches at the Law School and can't believe she is taking aviation lessons. She has always dreamed of flying, but timing and circumstances didn't come together until this summer. The best part of flying so far has been learning from Charlie!



Amy Jeffries continues to prep for her checkride.

Sid Bogardus has completed his IPC (instrument proficiency check).

Paul Cleary completed his Wings program flight review.

Aerobatics with an Airwolf by **Laura Baldwin**

I have read that pilots are motivated to fly for one of two reasons, either because they want to travel or because they like the feel of flying itself, sort of flying for flying's sake. I would fall into the later, so I began to plan when I might be able to give aerobatics a try.

Last Wednesday I got my chance, when I scheduled an intro flight with 3 Wing Aviation Flying Club's Dennis Doyle and the M-26 Airwolf. Dennis is a retired businessman who, as an experienced instructor, is rated in seaplanes, gliders, single and multiengine planes. The Airwolf is a 300HP military trainer/light attack airplane, one of only 14 manufactured, rated for G's from +6 to -3. I will confess a bit of trepidation - I was nervous about what it would be like to fly a high

performance plane like this – but Dennis was great. He went over all the systems (including a refresher on manifold pressure and feathering props), reviewed our flight plan, and got me comfortably situated in the rear of the two seats (5-point harness and parachute!).

After take-off from BDR, Dennis had me fly us over to the practice “box”, and at around 6500 msl we began my lesson with steep turns. This plane is very responsive, and transitioning to a stick (as opposed to a yoke) was easier than I thought it would be. Still, I was anxious to see what an actual spin and recovery was all about, so we launched into the more aerobatic portion my flight. Holding lightly on the stick and with feet equally lightly on the rudders, I followed as Dennis demonstrated two spins (right and left), then an aileron roll, a barrel roll, and a loop. Even in hazy conditions, the view was amazingly as the world spun under us. And let me just say: you can lose a lot of altitude in a spin! A few seconds and we were down 1000ft!! Dennis was careful to check after every maneuver on how my inner ear and stomach was handling all this moving around, and generally I was fine, but after the loop I was quite content to head on home.



There is no doubt this was just a taste of the fun you can have when flying a plane like this. And I will admit there’s nothing like experiencing a spin and recovery in real life. With conditioning, I might even make it through more than one loop!

... & PLANES

For the summer, all planes will be kept filled to tabs only. Also, **please install glare shields after every flight!!!!** And don’t forget that keys should be left in the drop box located to the right of the main hangar doors IF you return after hours!

N55044 is now sporting a new left aileron, new left pilot window, and new left main gear tube, with its annual due in 15+ hours.



N32028 recently completed its 100hr, where some minor problems were corrected - now all is a-ok. (have you noted the new fuel drain?)



AVIATION EDUCATION & NEWS –

"Summer Weather Facts at 4B8"
Topic: Aviation Weather Services
On Tuesday, September 4, 2012 at 7:00 PM
Location:
Interstate Aviation Inc.
62 Johnson Ave.
Main Hangar
Plainville, CT 06062

Select Number:
EA6345556

Description: Featured speaker William Babcock, an Aviation Meteorologist from the National Weather Service will reveal how summer weather information is captured and how forecasts are developed and disseminated to pilots. Also learn how summer weather can affect safety and aircraft

performance. Jim Adams, FAA Team Program Manager will review recent weather related accidents. Refresh your skills with the ADDS website, ASOS, AWOS, XM Weather and radar. Refreshments provided.

PilotWorkshops.com LLC, Nashua Airport, 117 Perimeter Road, Nashua, NH 03063

We're always trying to reach more pilots with our **Tip of the Week**. We've been sending out these tips since 2006, and look forward to sharing more for years to come.

The link to sign up (no charge of course): <http://pilotworkshop.com/tips.htm>

Fly safe,

Mark Robidoux
PilotWorkshops.com

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

Who Made Those Aviator Sunglasses?

By PAGAN KENNEDY

New York Times, published: August 3, 2012



Early in the 20th century, as test pilots began flying higher than Mount Everest, they had to defend themselves against temperatures as low as minus-80 degrees Fahrenheit. To survive the frigid blast, aviators wore leather hoods, and they insulated their eyes with fur-lined goggles. To lift those goggles for even an instant was to risk death. In 1920, when Shorty Schroeder dared to take a biplane above

33,000 feet, his goggles fogged and he had no choice but to pull them off. Moments later, his vision blurred, and his eyes were soon frozen over.

Schroeder managed to land the plane that day, and his friend John Macready helped pull him out of the cockpit. A month later, still haunted by the memory of his friend's swollen eyelids, Macready climbed into the same plane to beat Schroeder's altitude record. Like Schroeder, Macready depended on goggles that had been designed to seal his eyes from the cold and protect his sight. But the early goggles were not dark enough, and "the bright sunlight in the upper atmosphere hurt his eyes," said his daughter, Sally Macready Wallace.

And so Macready began working with Bausch & Lomb to design goggles especially suited to protect against the dazzle in the stratosphere. "My dad gave Bausch & Lomb the original shape, tint and fit" of aviator lenses, Wallace said.

By the late 1930s, advertisements for Bausch & Lomb's Ray Ban sunglasses promised "real scientific glare protection" for fishermen and golfers. Not yet called aviators, the glasses nonetheless captured the essence of aviator goggles, with their teardrop shape and frames



as delicate as a biplane's struts. Sold as sporting equipment, they cost several dollars at a time when sunglasses could be had for 25 cents. During World War II, aviators became standard gear for military men, including Gen. Douglas MacArthur.

By the 1970s, frames had bloomed into color; a "ladies" version of the glasses came in pink, with rhinestones and spangles. It seemed there was an aviator for everyone. The frames added a flourish to some of the most iconic faces of the 20th century — from Elvis to Gloria Steinem to the Unabomber.

In the 1980s, Tucker Viemeister helped design aviators with sepia lenses under the brand name Serengeti; glasses like these ushered in the light-hued shades still in style today. But Viemeister said that he's a fan of black lenses like those worn by the early test pilots, who needed protection against the glare of the stratosphere. "Sunglasses are about projecting coolness," he said. "When you can't see someone's eyes, they seem cooler."

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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WEBSITE

Check out the updated Yale Aviation website at www.YaleAviation.org. The team of **Tom Sobocinski**, **Ty Kamp**, and **Laura Baldwin** looks forward to your suggestions, as we continue to refine and update the information! The next addition will be a gallery section of names and pictures to help you remember fellow members – please send Laura (lfbaldwin@aol.com) a picture as we work to include this new feature on the site.

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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