

YALE AVIATION NEWSLETTER

September 2014

UPCOMING EVENTS –

➤ **Yale Aviation will celebrate its 50th birthday this fall** with a dinner on Monday, October 27th. Details will follow. Please let Ty Kamp know (ty.kamp@yale.edu) if you will join us!

➤ **Wash & Wax** – Due to 044's imminent painting date, the next Wash & Wax will be for 028 only, either Saturday Oct 25 or Nov 1, 9 am.

➤ **Sunday Nov 2, 2014, Women Take Flight**, 10 am to 4 pm, New England Air Museum, 36 Perimeter Rd, Windsor Locks, CT. Balloonists, skydivers, pilots, engineers, re-enactors, authors. For more info, visit www.neam.org.

➤ **IFR Flyers** - 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). In addition, check out www.imcclubs.org.

➤ **PPL Study Group** – **Laura Baldwin** has been conducting an informally guided review for the written test using Google+ Hangouts. Contact her at yaleaviationsecretary@gmail.com if you are interested in joining this group.



PILOTS...

KHPN Operations Tour – Sept 6, 2014

Four members and three guests [**Jim Ferrante** and his daughter Bella, **Slawek Wojcik** and a friend, **Nico Bretton**, **Laura Baldwin** and her husband Charlie Wortman] met on Saturday Sept 6 with **Jeremy Owings**, Airport Operations Supervisor for Westchester County Airport (KHPN) in White Plains. Saturdays are relatively quite at Westchester, and as the thunderstorms were not predicted

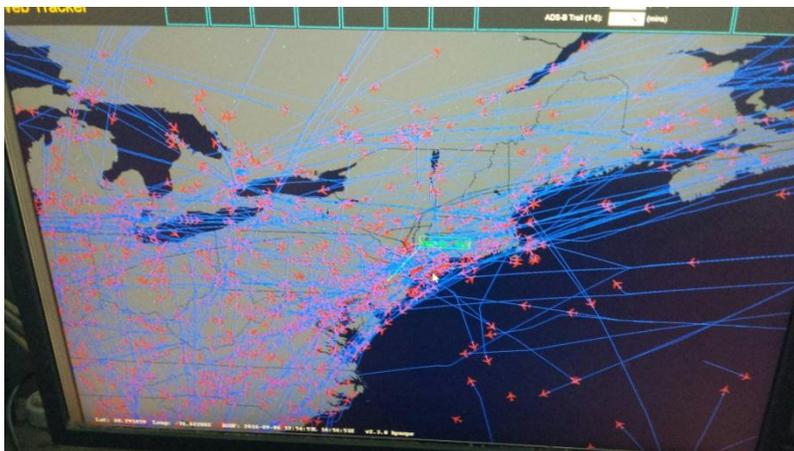




until later that day, Jeremy had a good amount of time to go over all the aspects of his job, from putting together METARs, to scanning the field & security cameras for unusual activity, to co-ordinating operations during presidential visits. He oversees two other operations personnel per shift, who do their best to keep the airport open and functioning, even in the midst of snowstorms and IMC. A newly upgraded ILS for runway 16 will contribute to fewer flights needing to divert, as this approach now can go down to 100' over the runway with the proper equipment. Not only did we get a chance to look over KHPN's two impressive OshKosh Strikers, but Jeremy also took us with him on the tour of the field he does at least twice a shift. We saw where they are



replacing asphalt with concrete to handle the weight of fully loaded commercial aircraft on a hot day, where they practice fire-fighting, and where they deposit used glycol (for de-icing). We got to go close up to the ILS, localizer and weather equipment, plus we got to see the 4 jets kept by JPMorgan Chase on the west ramp. We even got to see Jeremy "on the job" following up with a pilot who landed in a bit of a panic because all of his avionics quit when he was 10NM out from the field. The 5000 gal fuel trucks (which need periodic inspection), the 150,000 gal fuel farm, the helicopter operations, the radar array, the imposing CBs that burst forth about 30 minutes after we left – this was a fascinating



view of what goes in to the day-to-day operating of an airport that, if located somewhere else, would surely be Class C.

As a note, Jeremy welcomes guests with prior planning: "I look forward to having more visitors to make these Saturdays go by." I assured him that others would follow – this was a great tour! More photos are posted on our Facebook page.

This is one of the reasons I love to fly....

By Jake White

Many years ago, a fellow Yale Aviator Jeffery Westbrook and I took our spouses on a wonderful tour of the Bahamas, renting a plane in Orlando, and flying around small islands for a week. While I highly recommend that trip as well, Jeff, his wife, my friend Kim and I got together for something of a reprise at the beginning of August, taking 55044 up to Maine and

back.

Jeff and his wife were scheduled to arrive on a Sunday morning on the red-eye from LA, so we ended up going from New Haven to Norwood on Saturday night. It was a good night to have the instrument rating, as the IFR was soft, but we ended up shooting the localizer approach there to about 750 ft — my first approach in actual in more than 4 years.

In the morning, we moved to Bar Harbor, where we saw a B-17 on static display. Along the way, the Boston center controllers asked us whether we saw a corn maze on the ground -- we did, and later sent



pictures to them of a locomotive-shaped

maize maze. The other cool thing we spotted on that leg was an inland farm where someone had built themselves a long runway-shaped pond for their seaplane (which was parked nearby).



After a few days in Bar Harbor, we flew to Greenville, Maine, on Moosehead Lake. That stop was made complete by a canoe trip to see actual moose! As happens, weather DID strike, and we ended up sitting at Greenville Airport for 3 hours the next day waiting for early afternoon thunderstorms to leave a gap. Thank heavens for up-to- the minute Nexrad on the cell phone — it is a vast flight planning improvement over 4-5 years ago.

From there, we made our way to Augusta, Maine, but couldn't make it to our goal, Rockland, which was stuck under a slow-moving thunderstorm cell. We moved on to plan B (always have a plan B!), rented a car, drove to Rockland, checked into the B&B, and were the last table to be seated at a fantastic place called Conte's for dinner.

I got up early the next morning, drove to Augusta, repositioned the plane to Rockland, made it back to the inn for breakfast, then we wandered Rockland a bit more, and just before noon, went to the airport and picked our way through a developing line of convective crap (that's the technical term, right Charlie?) down to Beverly, MA, where our friends got in a cab to BOS.

The two of us launched from there with an eye on getting home going around BOS to the east below the Class B, but when I called up for flight following, they cleared us directly over the airport at 4500.

We got to the south of the Class B, and decided we'd turn to MVY since it was only Thursday.

Landed there and started dialing for a hotel room -- eventually finding a room in someone's house in the center of Vineyard Haven. We walked around a bit (despite more thunderstorms), spent the night, got up early, and squealed back into New Haven at 11:03 when some very patient folks (thanks!) had the plane reserved for 11:00....



All in all, 9.9 on the airplane, 1.4 in actual, a real LOC approach AND 8 moose spotted. I'm pretty sure this is exactly the reason to stay current.

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. Rugs have been replaced. (Aren't they pretty?)

55044 has had a 50 hour oil change, which included an adjustment to the door latch, a new fuel drain for the left wing tank, new brake pads, and a new hose under the cowling. 044 will be out of service for a few months starting the second week of November due to painting scheduled at AeroDesign. Radio reception (NOT transmission) in the 119-area frequencies continues to be a problem but Mike at Stellar will be working on this problem this week, and we WILL get a solution! Meanwhile, the passenger seat is being recovered.



Please be sure to put the cover back on 044 every time you fly. Plans change too frequently not to!



Photos from the Simsbury Fly-in:





AVIATION EDUCATION & NEWS –

"Hartford IMC Club Monthly Meeting"

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

On Tuesday, September 23, 2014 at 18:00

Location:

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

Select Number:

EA6357571

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. Another instrument scenario to be presented and discussed; "What would you Do?". Refreshments will be served. 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 following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit [Click here to view the WINGS help page](#)

"Why Did The Controller Ask Me To Do That?"

Topic: Pilot-Controller Procedures, Runway Safety and Airport Operations

On Monday, September 29, 2014 at 19:00

Location:

Miry Brook Volunteer Fire House
59 Miry Brook Road
Meeting room-upstairs
Danbury, CT 06810

Select Number:

EA6357615

Description:

Have you ever asked yourself why ATC is asking me to do something? Well, I have and now you have the opportunity to learn why things are the way they are. What are the best practices! Learn how you can do your part to make the pattern work like a Swiss watch. Briefings from Airport Operations, Air Traffic Control and the Office of Runway Safety. Remember, the worlds worst aviation disaster happened right on the ground. Danbury is located just 18 NM form some of the busiest airspace in the country and requires airmen of all certificate levels to be at the top of their game! Bring

your questions and fellow aviators to this eye opening and entertaining seminar. Refreshments provided by The 399th Composite Squadron-Civil Air Patrol-USAF Aux. 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, DXR ATC**

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

Advanced Knowledge 2 - 1 Credit

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

Jason Shapert does a series of videos on flying through his website MzeroA. This one is on his experience with hypoxia: http://www.m0a.com/aeromedical-factors-signs-of-hypoxia/?inf_contact_key=fb40079e5d5821bff9c924fad231efc4e97553b8f33cc2fba253135317925025

On Yale's First Naval Aviation Unit (Thanks, Ty!):

http://news.yale.edu/2014/08/17/defending-allied-skies-yale-s-pioneering-pilots-form-first-naval-aviation-unit?utm_source=YNemail&utm_medium=email&utm_campaign=yn-08-19-14

Know what a Volocopter is? Check out this video to find out:

<http://m.youtube.com/watch?v=tNulEa8LTHI>

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-logged 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 FIFTH 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 Five:

The letters page of the January 3, 1966, issue of *Aviation Week & Space Technology* featured a letter from Professor Norwood Russell Hanson lamenting the fact that he had been unable to drum up corporate support for an assault on the piston speed record. The official record, certified by the Federation Aeronautique Internationale (FAI), had been set in 1939 by Fritz Wendel of Germany flying a Messerschmitt BF 109R at a speed of 469.22 mph. The description of the aircraft turned out to be a bit of propaganda. The record-setting airplane was actually a BF 209V prototype which had undesirable flight characteristics. Pilot

The Bearcat Professor



Yale's Norwood Russell Hanson: philosopher, scholar and wildman / by James Gilbert, associate editor

The rendezvous for the photographic session was to be at 4,000 feet over the field; we were there first in our little 172, and from that vantage point we watched the jet-black Bearcat slide out onto the runway a mile below like some monstrous tarantula. It started down the strip, and an instant later was airborne and climbing like a startled bird into the blinding blue, going past us and on up as though we had been hovering in midair.

The disparity in the performance of our two airplanes made photography all but impossible, but in the end we got that monstrous Cat slowed down and could appreciate its form. In essence it is a huge 2,200-hp Pratt and Whitney turning a colossal 12½-foot four-bladed propeller, behind and above which is seated a man in a plexiglass pustule. Aft of this gigantic powerplant the fuselage divides as quickly as possible to nothing, ending in three knife-blade tail surfaces. Tiny stub wings project ambitiously into that hurricane slipstream.

This last of the red-hot Cats is an exercise in taming all but untameable power, a fabulous warhorse saved from some earlier Armageddon. What breed of man would want to own such a beast, turning his back so rudely on the safe and soggy airplanes they make for us to buy today? Who is this titan who arrogantly chooses to ride a tiger, rather than plod along on the gentle dobbins that are all most of us can get?

Back on the ground we meet him: Norwood Russell Hanson, aged 41, himself a great bear of a man, with the build of a navy, clad in rumpled levis and a hornet-striped football shirt, a rumbustious, Rabelaisian man who was a Marine fighter pilot in that earlier Armageddon from whence dates the design of his machine. Yet there are fascinating inconsistencies in his life story; after the war he spent ten years in the cloistered monastic havens of Oxford and Cambridge, and he is now, of all things, professor of philosophy at Yale. A philosopher flying that bomb? Now here is a man who should have something worthwhile to say on the subject of life, liberty, and the pursuit of aviation!

We are invited to lunch, and follow him to his house, a big solid brick-built structure crowded by silver-barked trees, on a hill overlooking the town of New Haven, the very sort of house that an Oxford don might inhabit on Boars' Hill, looking out over the water meadows towards the Isis, a house overrun with children and books, with a garage filled with ancient motor cars and dismembered motorcycles, a garden filled with sleepy cats and huge hounds. Everything about it seems larger than life, and Hanson's wife Fay, for all her competence, seems overwhelmed by all this Gargantuan confusion.

Lunch is more-than-Gargantuan steak liberally doused with mushrooms, washed down with great draughts of excellent wine.

After lunch we retire to the professor's study, determined to learn something about this fascinating man. "The short, happy life of Norwood R. Hanson," is how he puts it. He flew 2,600 hours in the Marine Corps in the war,

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Wendel survived a crash in one of them.

Hanson's letter ignited a firestorm of interest in the piston speed record. It smoked out at least three other legitimate contenders. Other letter writers included Bruce Boland, a Lockheed Skunk Works engineer who helped virtually all of the unlimited racers at Reno, and Martin Caidin, a prolific writer of aviation books and TV series. (There is an iconic photo of Caidin's Junkers J52 with 19 skydivers clinging to the left wing. The plane slowly rolled over and dumped them all off!)



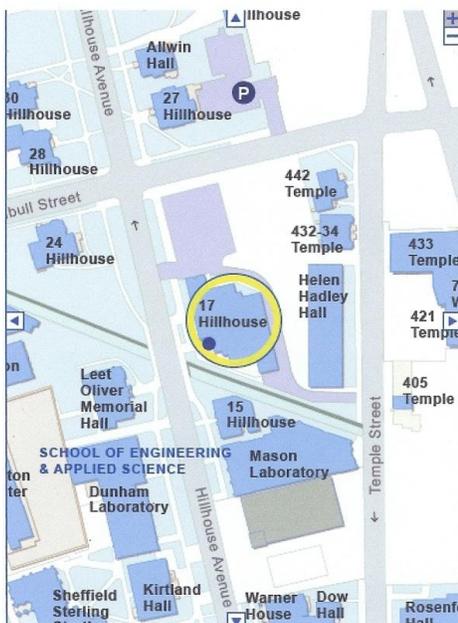
The March 1966 issue of Flying magazine had an extremely well-written article by James Gilbert titled "The Bearcat Professor." "A rumbustious, Rabelaisian man," Gilbert wrote of NRH. You'll have to look up those words yourself, but they perfectly describe the professor as I knew him.

There is no aviation journalist on the scene today who can match James Gilbert. He was an editor at Flying, at that time the most influential aviation magazine, for six years. Gilbert assisted in the classic 1969 film "Battle of Britain," flew with Neil Williams in "Aces High," and even made an appearance in "The Eagle Has Landed." (The fact that Gilbert owned and flew a Jungmeister does color my opinion of him.) It is quite fortuitous that James Gilbert was chosen, or chose himself, to write the story about Prof. Hanson.

When you read the article (*the full version is to be found on the Yale Aviation website*), pay very close attention for the italicized words. The type face makes them difficult to spot, but the emphasis perfectly reflects the way Prof. Hanson actually spoke. Enjoy!

Coming in the October newsletter: Hank's "Ordeal by Flier" feature in the Yale Daily News which chronicles Prof. Hanson's efforts to get corporate sponsorships for his attempt at the piston speed record.

SIMULATOR -



The simulator is currently located in room 227 at 17 Hillhouse Ave., across and down the street from Dunham Lab where the simulator had been housed. Once you enter, take the elevator to 2nd floor. Turn left coming off the elevator.

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 goes 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