

YALE AVIATION NEWSLETTER

January 2015

UPCOMING EVENTS –

- Need gift ideas? Check out our two Yale Aviation “stores” online, plus we get an automatic rebate from Sporty’s (as long as your email is registered with them through the club):
 - <http://www.zazzle.com/yaleaviationstore>
 - <http://www.customizedgirl.com/s/yaleaviationmerch>
 - sportys.com or call 800-SPORTYS

- **IFR Flyers** - Anxious to fly more challenging missions as an instrument-rated pilot? Looking for a safety pilot to help with approach practice?? The Cloud Crowd has already met once, and plans to do so once a quarter going forward. Associate member **Ian Green, CFII**, has graciously offered to answer questions and lead discussions. Contact **Laura Baldwin** (lfaldwin@aol.com) if you are interested in joining the group.

PILOTS...

Congrats to **Mirai Hashimoto** on passing her FOI (Fundamentals of Instruction) & advanced ground instructor & flight instructor written tests. She went to the FSDO in Hartford and now has a temporary ground instructor certificate!

Jeremy Owings is leaving us (and Westchester County Airport) and moving to Rhode Island to become the training coordinator for RI's 5 GA airports. He will be based at Quonset State (KOQU). Good Luck, Jeremy!

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

WINTER FLYING:

Winter is here! Frost, snow, ice and freezing rain. When you schedule the aircraft, more than likely it will need to be deiced (frost or freezing rain) and pre-heated.

Pre-heating is a must when temperatures are below 20 degrees. Pre-heating and light de-icing take place outside, however, frequently the de-icing requires the hangar for a meltdown. Even when the aircraft is hangared for de-icing it still needs to be preheated. Robinson has been reasonable about the charges for this service so if your schedule changes call and cancel – their resources are stressed. If in doubt about preheating, ask the person at the Robinson front desk if the flight school's planes are being pre-heated (AFA preheats anytime the temp falls below 40F, fyi).

Winter flying is indeed something else. Our types of aircraft were not designed to traverse the snow covered, iced-over ground so take caution: you are in a new environment (it is not a four wheel-drive!). Some very simple things: the Piper step is a small piece of cold metal, dark in color; it can be iced over even from previously stepping on it during preflight. The black walkway can be black ice. Stepping down from the wing onto ice can be dangerous. *Be sure not to be the next uncontrolled human flight!*

32028 is A-OK, and currently our only aircraft available. **Charlie Skelton** often will book large amounts of time for students during the week, but he is ALWAYS willing to accommodate members who want to fly for a couple of hours – just call him at 203-640-3580. Signing up as “standby” may be a good way to ensure that you can use the airplane even if it might be taken on the day you want – your standby reservation will ONLY appear once the previous reservation is canceled, so be sure to check often if you have set up a standby situation. Canceling reservations when plans change will also be of the utmost importance to be sure that this asset is utilized efficiently.

For those who have not flown 028 in a while, our chief maintenance officer, **Charlie Skelton**, wants to point out a few things:

1. Unlike 044, the starter on 028 has to be *pushed in* to engage properly. Please don't forget this.
2. There are two cracks (that have been drilled out to prevent further cracking), one on the spinner and one on the rudder. We know about these and are watching them, so no need to be concerned.

55044 has wings painted – now for the fuselage!



AVIATION EDUCATION & NEWS –

"Hartford IMC Club Monthly Meeting @KMMK"
Topic: Mastering The Art Of Instrument Navigation &
Instrument Training Scenario Discussion
On Tuesday, January 27, 2015 at 18:00
Location:
Meriden Airport
213 Evansville Ave

Meeting Room, Airport Terminal
Meriden, CT 06450

Select Number:
EA6359481

Description:

HAPPY NEW YEAR from the IMC Club, Hartford Chapter. 2015 brings New scenarios. IMC Club 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

to engage our members and allow them to share and build their experience. You do not have to be instrument rated to attend. At the meeting another scenario will be presented concluding with the Question; "What would you Do?". Refreshments will be served. Come join us. Click the link below and register TODAY!

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

Dawn Seymour - The Boundless Sky

A 97 year old woman describes training young men for WWII combat as a WASP.

[Veterans Day Special 2014 | The Moth](#)

TWEED NEWS -



American Flight Academy has set up shop at Tweed, having taken over Robinson's flight school. They will be moving from Hangar 1 to newly renovated space in Hangar 2 soon.

TSA Badges – Need a new badge?? Remember that for the procedure you must have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, lfbaldwin@aol.com). 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! Check out our two online "storefronts" for purchasing YA-logoed merchandise! One at located at Customized Girl (<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<http://www.zazzle.com/yaleaviationstore>). What you order from these locations 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 A MULTI-PART SERIES ON YALE AVIATION HISTORY IN HONOR OF OUR 50TH ANNIVERSARY. THE EDITOR IS GRATEFUL TO HANK GALPIN FOR HIS WILLINGNESS TO DO THIS!

Yale Aviation History – Chapter Nine:

In November, 1966, Foster Bam, Class of 1950, gave his Citabria to Yale Aviation. Developed from the 7-series Aeroncas, the Citabria was the only airplane built in the U.S. that was certified for aerobatics. (Citabria is "airbatic" spelled backward which, at the time, I thought was pretty lame, but the name is now comfortably in the aviation lexicon.) In 1969 Mr. Bam demonstrated his Pitts Special at Yale Aviation Day, so it is apparent that he was moving up in performance when he made his generous gift.

The Citabria was not the first aircraft given to Yale. Tom Watson of IBM gave his Cessna 336 (the fixed-gear center-line-thrust twin) to the University, but it did not become an asset of Yale Aviation. We'll learn more about the 336 in Chapter Ten.

Mr. Bam's Citabria had a 115-horsepower Lycoming engine. It was a good basic trainer and had to be

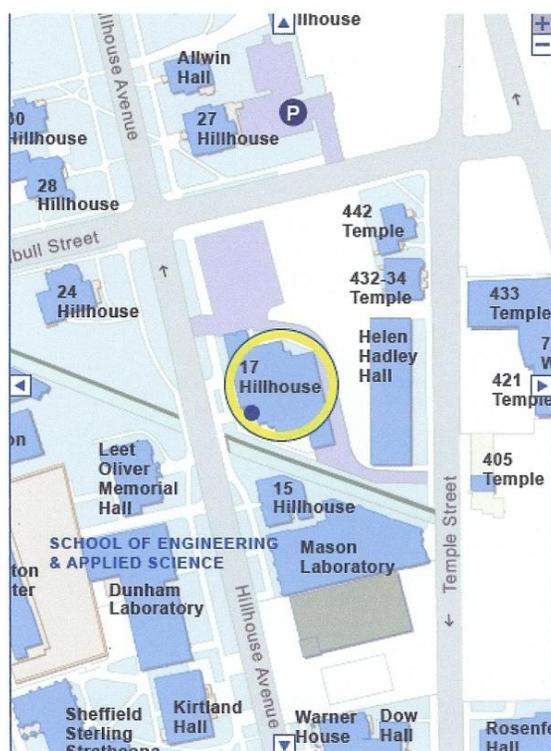


flown very precisely to perform half decently. I had a Clipped Wing J-3 Cub in which I taught myself aerobatics from a World War I flight manual I found in the library, so Mr. Bam checked me out in the Citabria. My log book shows "immelman, slow roll, hammerhead, etc." in a 30-minute flight. I remember that it took quite a bit of arm strength to roll the plane smoothly.

My second flight in the Citabria was about a month and a half later. I felt it was my duty as President of Yale Aviation to exercise the airplane occasionally. Very few, if any, of our members had experience in tailwheel airplanes. My log book for that flight says "loops, snaps, hammerhead, emergency landing." I remember that flight like it was yesterday! I had flown east of the airport and practiced aerobatics along the shoreline. In the pivot of the hammerhead a very loud banging started, and I thought the airplane was coming apart. The banging continued as I made a long, long straight-in to runway 32. I cut the engine and quickly got out to see what had happened. The top wing fairing on the left side had come loose and punctured a lot of holes in the wing and the top of the cabin. I restarted the plane and taxied to parking with a great deal of relief that there had been no structural failure.

Coming next month: New Haven Register headline - "Yale Plane Crashes"

SIMULATOR -



The simulator is **currently located in room 211** at 17 Hillhouse Ave., across and down the street from Dunham Lab. 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.

Thanks to **Josh Parsons**, Jay LeBoff of HotChasis.com is in the process of updating and improving our set-up, just in time for the horrible weather of winter!!!

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