

YALE AVIATION NEWSLETTER

October 2015

UPCOMING EVENTS –

- **Wash & Wax: Saturday, Nov 14, 8:30 am** at Robinson, rain or shine, we will be washing both planes and waxing 32028 (044 will be waiting until April for waxing). This is a super opportunity to meet other club members and help keep our aircraft fit to fly. RSVP to Laura Baldwin (lfbaldwin@aol.com).
- **Annual Meeting: Monday, Dec 17, 5:30 pm** at the WEST ramp. Food, badge renewals, and possibly a presentation on the ADS-B out options for our planes are all on the docket for this evening. Mark your calendars!
- **ATTENTION REGARDING SCHEDULING!** We like to encourage our members to take the airplanes and make use of them, but PLEASE remember that if you find you need to have the plane longer than 4 hours, leave your contact information with our chief pilot, **Charlie Skelton**. Rentals for more than 4 hours (or overnight) are reserved for Tier 1 members, who have paid an additional fee for the privilege. Any questions? Please give Charlie a call – something will be worked out!

PILOTS...

Please be sure to congratulate our NINE-time Master CFII, **Charlie Skelton**! Way to go!!



Welcome to **Daoud G. Mikhail**, who is our newest member now that 55044 is back on line. Daoud has a Master of International Affairs degree from Columbia University with a concentration in political and economic development. He is currently employed by the Yale New Haven Health System (YNHHS) and is a part of a team implementing the Epic electronic medical record system.

From an early age Daoud was fascinated by flight, and endeavored to be an aviator. He decided to finally take the leap following his graduate studies. Daoud holds a private pilot certificate with aspirations to earn his instrument and CFI ratings. As an avid globetrotter and nature photographer, and looks forward to exploring southern Africa and Australia as pilot-in-command.

What a lovely time was had last month at the back terrace of Mory's.... Thanks to Charlie Skelton, Ty Kamp, Josh Parsons, Alark Saxena, Tom Sobocinski, Larry Manley, Avi Silbershatz, Clarice Begemann, Jan Cirrillo and Akihiro Hashimoto for coming out to share their stories (and airplane pins)!



As reported at AOPA, Travel Airs from around the USA had a 90th anniversary reunion in Wichita, Kansas last month, and our own past-president **Hank Galpin** was there (in fact, the star of the show!). Check out this link [Travel Airs fly 1,000 miles to homecoming - AOPA](#) , but for the story directly from the pilot's mouth, read below:



Hank's Rules for Long Distance Flying

1. Adventure isn't going to just happen - you have to create it.
2. The people are more important than the hardware.

3. If you are not having fun, it's your fault.
4. You may have to bring the airplane home on a flatbed truck.

I love long distance flying. I could wing around the mountain-rimmed valley I live in (which includes Glacier National Park), but it's boring. Airplanes are made to travel in, don't you agree? So when the leader of the Travel Air Restorers Association proposed to hold the annual Travel Air Reunion in Wichita, Kansas, and celebrate the 90th anniversary of the Travel Air Mfg. Co., I was all-in.

Travelling in a 1928 Travel Air 6000 is as much a luxury now as it was when the airplane was new. I've been a diehard biplane guy for nearly 50 years, so when you can pile anything and everything you could possibly want into the cabin - that's luxury. I'll even admit to winding up the windows when it is chilly! The ramp service guys and gals bend over backwards to help us with crew cars, meals, motels, ladders, and what not. Even the jet jocks we park next to make a surreptitious venture over to the plane and look in the cabin. Usually the lavatory is obscured by our detritus, but the ogling professionals are fully cognizant that we travel in style.



My copilots on this flight were Dan Miller and Bert Zimmerly, longtime friends and Bucker Jungmann biplane pilots. Dan is a retired USGS volcanologist from Portland, Oregon. You've probably seen him on the Nova TV show. He is also renowned for wrapping a pig in Hawaiian banana leaves and cooking it in a pyroclastic flow at Mt. St. Helens in 1980.

Bert grew up with Travel Air 6000s at the family's flight service in Lewiston, Idaho. He is in his 80's



now, retired from flying the likes of Bill Gates and Phil Knight around the world in chartered jets. He has an amazing memory, remembering exact dates, airplane models and N-numbers, pilots, students, and flight conditions. I saw the eyebrows of two friends of mine go straight up when Bert said, "On January 8th, maybe the 9th, 1949, my dad...."

Our adventure to Wichita began on Tuesday, September 15th. The previous day Dan and Bert had flown to Kalispell, Montana, from Parkside, a private residential airport north of Portland, in Dan's RV-8. We took off southbound into uncertain weather, not really knowing where we might end up, but generally wanted to work our way southeast. Twenty miles north of Missoula we flew through Jocko Pass into the next valley, but then found McDonald Pass, west of Helena, blocked by low clouds. We turned south, dropped into the Deer Lodge area, and picked up I-90. Flying into Butte we actually called downwind and base, but Homestake Pass opened up right in front of us so we flew over the continental divide with a few hundred feet to spare.



Near Bozeman we did a 360 over, around, and under a rain cloud and made a straight-in to runway 12 at 500 feet. It subsequently rained a torrent, but when we got back from lunch, Bozeman Pass was open, so we headed east. By the time we turned southeast near Billings, the wind had picked up out of the northwest, and we scorched into Sheridan, Wyoming. Unfortunately, strong winds present a very serious problem for a Travel Air 6000. It is extremely difficult to taxi crosswind. We have no control over the tailwheel; that is, it is not connected to the rudder, nor lockable, so a strong wind

from the side tends to weathervane the airplane. At Sheridan we faced a one-mile crosswind taxi to the ramp. There should be a sweet spot where strong upwind brake, lots of power, and a certain speed would enable us to stay on the taxiway, but it was impossible. I sent Dan and Bert out with the towbar to steer us to the FBO, but I taxied too fast, and they were winded immediately. The FBO sent four strapping young maintenance men out to the airplane in a pickup truck, and we finally made it safely to the ramp. The captain was not too popular with his crew!



Dan travels with a bottle of rum, so we got tuned up before dinner, happy that we had persevered and were now about halfway to Wichita.



We left Sheridan Wednesday morning headed southeast. Rapid City, South Dakota, wasn't really our planned destination, but it worked out that way. We circled Mt. Rushmore enroute. With headwinds picking up again, the line crew at RAP parked us on the taxiway facing into the wind. One of the rampies thought we were flying a Cessna 150! Dan pointed out that we had a tailwheel, but otherwise he didn't feel compelled to educate him.

A short crosswind taxi to an intersection allowed us to get off the ground again without much difficulty.

We headed southeast, still into the teeth of an increasing headwind, and actually flew by Ainsworth, Nebraska, before we decided to double back and get some fuel. For a plane flying well below 100 mph groundspeed, fuel becomes a very critical issue, and you can never be certain that a country airport actually has fuel. Ainsworth turned out to be a very good stop. We waved to a guy fixing fence on short final, there was fuel in the tank, and one individual showed up to make sure we were able to take care of ourselves.

Off to Kearney, Nebraska. ("Carny" to you eastern folks.) Wind favored the crosswind runway, but the crosswind taxi to the ramp looked like a repeat of the Sheridan debacle, so we made a remarkably perfect crosswind landing on the main runway and taxied only a hundred yards or so to the ramp. Earlier in the day we had thought that our destination, Stearman Field near Wichita, was within reach,

but it was not to be. We heard via text that other Travel Air pilots had been unable to leave their home fields due to heavy rain or high winds.

The line crew at Kearney found us some motel rooms, but there was a cattlemen's convention in town, and we kinda got ripped off on the room charges. A couple of libations and a good dinner mellowed us out. The old saying is still true: It is better to be on the ground wishing you were in the air than in the air wishing you were on the ground!



Thursday morning the wind was still blowing hard, dead on our nose. Wichita could have been our next stop in a no-wind condition, but that destination was out of the question. Cattle trucks on country roads were going the same speed as us. We chose Salina, Kansas, as our next stop. Twelve thousand three hundred foot runway, perfectly into the wind, huge ramp. We landed about halfway down the runway, made a short crosswind taxi to the ramp, and immediately tied the airplane down so it wouldn't blow away. The forecast was for diminishing winds toward evening, so we decided to cool our heels for a few hours and wait. We actually planned to rent a car and drive the last hundred miles or so. Friends from Minneapolis had already decided to hop the airline, but reports started coming in from Stearman Field that some Travel Air biplanes had made it in. I was so fatigued by headwinds, crosswind landings, and very difficult taxi situations, that I was about to bunch it. Hangar space? \$150 a night! Screw it, we are outta here!

The last leg was anticlimactic. We deserved it. And Stearman Field turned out to be paradise. Long, paved runway, super smooth grass runway, even a very fine restaurant on the field, and, of course, our Travel Air friends and very appreciative local pilots. Even hangar space in a family's home! (For readers unfamiliar with the history of Travel Air, Lloyd Stearman, Clyde Cessna, and Walter Beech were the three founding principals of the Travel Air Mfg. Co. in the mid-1920s. Stearman and Cessna went their separate ways and Travel Air became Beechcraft.)



I would like to write that we had a tailwind all the way home, but, in fact, we had a headwind. On Sunday we went to Kearney, Valentine, Rapid City, Gillette, and Sheridan. On Monday we flew to Big Timber, Helena, and home (Glacier Park International airport). Dan and Bert had plenty of daylight remaining to get to Portland in Dan's RV-8. All in all, a fun adventure with my best friends, and we didn't need a flatbed truck!

Those of you who've accumulated more hours than you might likely fly please consider donating to the club – it is tax deductible!! **Help keep Yale Aviation alive in the future as it was for you!**

... & PLANES

32028 is approaching its next annual, which may include some body work. Otherwise, A-OK.

55044 is also approaching its next annual, at which time the tracks that hold the seats in place will be retooled. The ADF/timer is acting up, so be aware of that – we are looking into repair versus replacing it with something else. In addition, a new lockset is on order, but until then the door does not lock!!

PLEASE BE SURE THE SEATS ON 55044 ARE SECURE AFTER ADJUSTING! There have been instances where the seat has slipped during operation.

Also, **ONLY use two (2) people to remove the cowling** during your pre-flight check. Scrapes and chips have already been noted in our new paint job, and this is most probable when you try to remove the cowling with one person only!



LATE NIGHT ARRIVALS -
If you arrive after the FBO has closed, be sure to drop the keys in the Key Drop Box show at left (it is to the right of the hangar doors next to the door to Robinson). Should you have trouble locating the keys for an early morning flight, be sure to check the drop box – the key is at the desk at Robinson!



AVIATION EDUCATION & NEWS –

"These Airports are not Un-Controlled, They are Non-Towered"

Topic: Non-Towered Airport, Communications and Procedures

On Sunday, October 18, 2015 at 11:00

Location:

Meriden Terminal Building
213 Evansville Ave
FBO Building
Meriden, CT 06450

Select Number:

EA6365023

Description:

Non-towered airports, those not served by an operating air traffic control (ATC) tower, are much more common than towered fields. In fact, nearly 20,000 airports in the United States are nontowered, compared to

approximately 500 that have towers. Safe operations rely on everyone flying in the traffic pattern flying by the same rules of the road and communicating the correct way. This seminar will cover the correct procedures for use at Meriden Markham Airport as well as at other non-towered airports. Refreshments provided by EAA Chapter 27 at the chapter meeting at 10:00 AM. Don't miss this exclusive event. Click on 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**

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

"Hartford IMC Club Monthly Meeting"

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

On Tuesday, October 27, 2015 at 18:00

Location:

Meriden Airport

213 Evansville Ave

Meeting Room, Airport Terminal

Meriden, CT 06450

Select Number:

EA6365013

Description:

At this meeting an Instrument flying scenario will be presented and debated. The IMC Club provides

organized "hangar flying" focused on building proficiency in instrument flying believing that safety and proficiency are developed through education and experience. Our Monthly meetings use real world scenarios to engage our members. You do NOT have to be instrument rated to attend. Following the presentation we will conclude with the question; "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 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.

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

Ever wish you could see maneuvers done without the pressure of actually flying at the same time? Check out these videos, done by Garry Wing (this one is on wheel landings in a tailwheel). There's a new one each month!

<https://www.youtube.com/watch?v=FN6f48iHCho&feature=youtu.be>

Boldmethod has a great series of video clips on interesting subjects, a new one each week at least. Check out these two on vortices and microbursts:

[Watch A Wet Microburst Develop Over Arizona | Boldmethod](#)

[Small Aircraft Create Wake Turbulence Too | Boldmethod](#)

TWEED NEWS -

Due to maintenance, runways 14/32 are CLOSED until March 1, 2016.



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 call KATHY GRANT

(203-466-8833 ext 109) over at WEST ramp to make an appointment to take training, pay your fee (cash or check) and have your new badge issued.

ONLINE -

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. **Tom Sobocinski**, our Webmaster, has updated the site to include a gallery of names and faces, current Newsletters and the full 12- serie Yale Aviation, Inc history by **Hank Galpin**. Check it out!!! (Suggestions for further revisions welcome)

IF YOU DON'T LIKE YOUR PICTURE, PLEASE SEND ME A BETTER ONE!

YA MERCHANDISE! Check out our two online “storefronts” for purchasing YA- logoed merchandise! One is 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!



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.

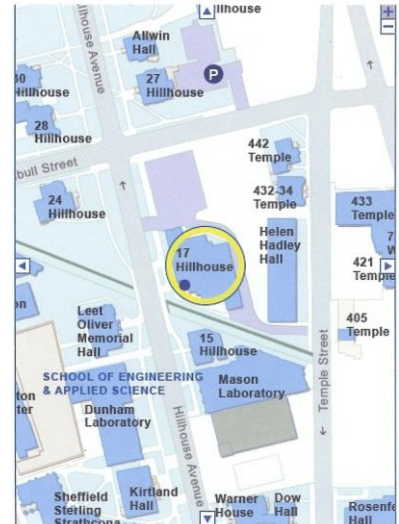
Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code needed.

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!!

SIMULATOR -

The simulator is **currently located in room 211** at 17 Hillhouse Ave., but it will be moving. Stay tuned for its new location!

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