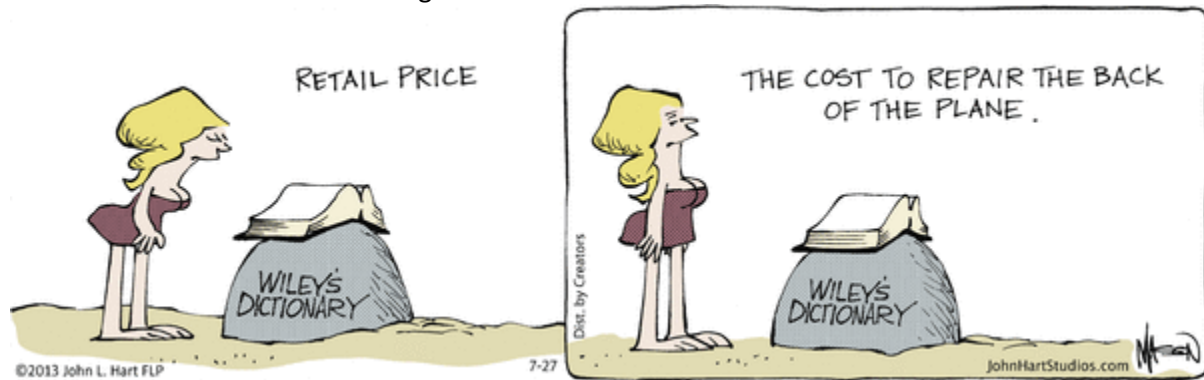


YALE AVIATION NEWSLETTER

November 2014

UPCOMING EVENTS –

- **Yale Aviation will hold its Annual Meeting on Monday, December 8, 5:30 pm.** Members and Affiliate members are welcome. Food will be served. As with last year, TSA badge renewals will be a key component of the agenda, along with voting in the new officers and board members. Full agenda will be sent out a week before the meeting.



- **Nominations for next year – Akihiro Hashimoto** is heading up our nominations committee for positions within Yale Aviation next year (to be voted on in the Annual Meeting on Dec 8). In particular, we are looking for a replacement for **Jeff Welsh** as the **Airport/TSA Liason**. Interested? Contact Akihiro at ji5ngs@hotmail.com. He describes the responsibilities as:

Review and maintain citizenship documentation for all students and photographs for foreign students. Review and approve foreign student training requests online. Complete annual GA Security course as required by TSA. Represent YA at annual TSA audit. Facilitate and approve HVN badge applications. Coordinate badging at annual YA meeting.

- **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** (lfbaldwin@aol.com) if you are interested in joining the group.



PILOTS...

Welcome to new members:

Nina Amstutz – Nina is a Postdoctoral Research Associate at the Yale Center for British Art. She moved here from Toronto last year, where she completed her PhD in art history. She has wanted to learn how to fly since she was a kid, and is delighted to finally begin.

Yale Aviation, Inc turned 50!

And what a fine time was had by all. Very sincere thanks go to

- **Tom Sobocinski**, who co-ordinated the food and donated the beer (from his new brewery, Black Hog).
- **Robinson Aviation**, who donated the tables and chairs, plus let us use the sound system – thanks, **Larry Manley**, for the jazz playlist!
- **Jay Leboff**, who set up two simulators for folks to use, one of which was the more elaborate 4-screen version.



Check out Jay's company HotSeat Chassis at www.HotSeatSim.com !

- **Ty Kamp, Clarice Begemann & Laura Baldwin**, who organized the event – and a special shoutout to **Clarice** for the fabulous pies and 044 decorations.

- **Nield Mercer**, who contributed significantly towards the almost \$2000



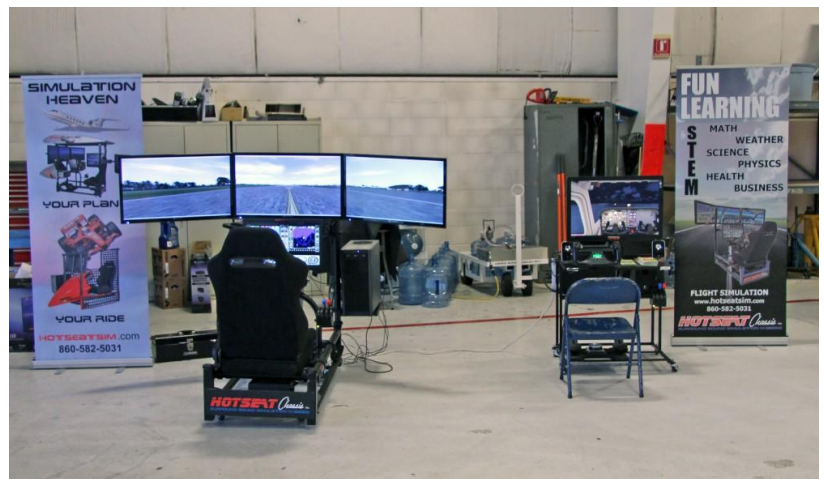
raised from this event.

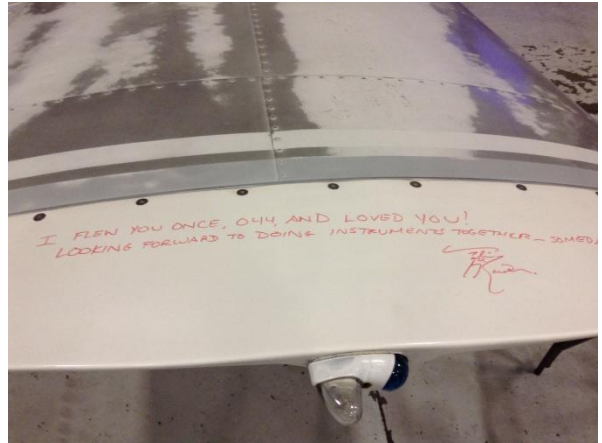
- **Paul Cleary and Shep Stone**, who donated flight hours for the Silent Auction!

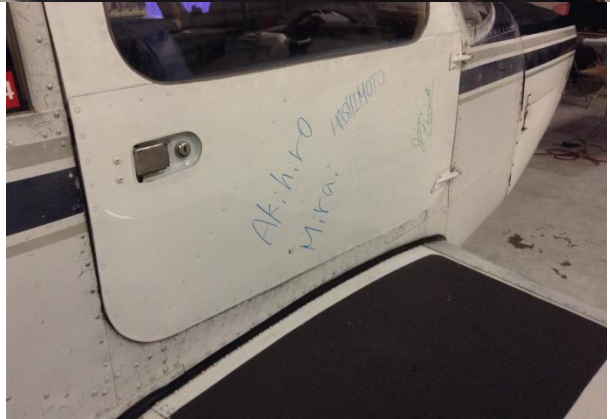
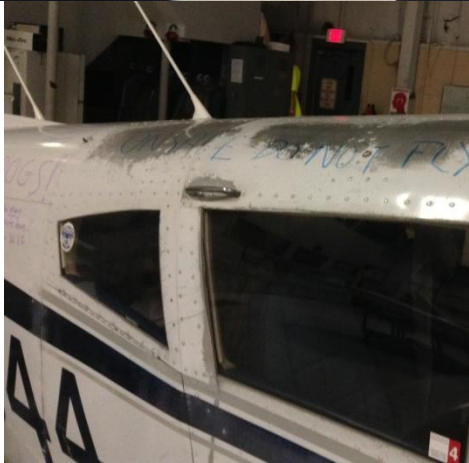
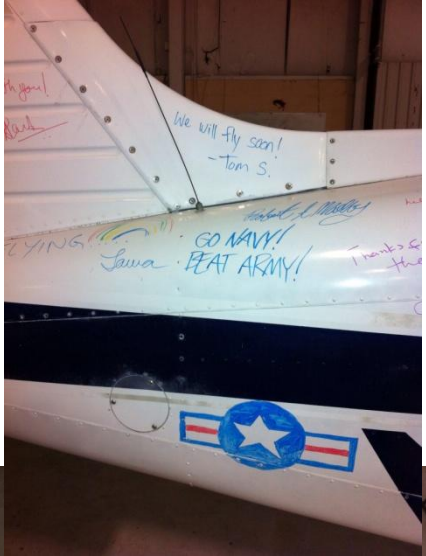
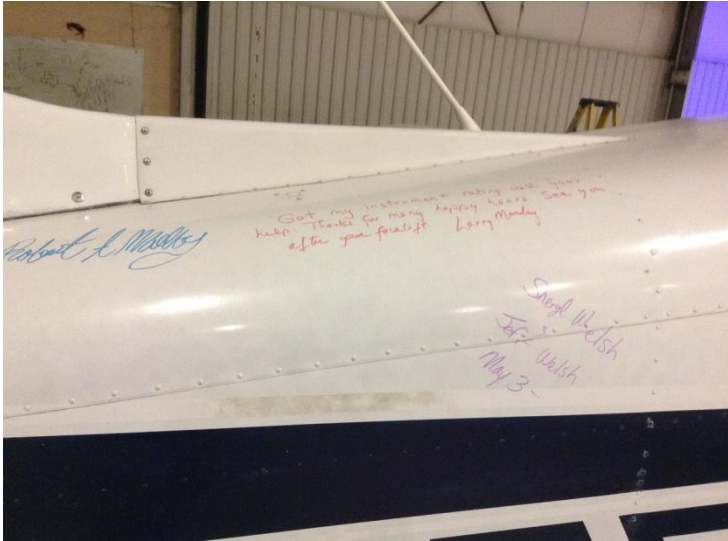
One of the fun activities from the party was decorating 044 with messages before its departure for painting. We also had sectionals on the tables with small airplanes you could “fly”



around, and a photo retrospective (that worked better in theory than in practice).







For those of you who might be interested in the very early beginnings of the **Yale Aero Club** (March 1910), check out this article from the NYTimes. Not surprisingly, the first members were from the Sheffield School:

<http://query.nytimes.com/gst/abstract.html?res=990CE6D81430E233A25754C2A9659C946196D6CF>

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, and currently our only aircraft available. 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. 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 in order 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 had a new step installed before being delivered to AeroDesign at the foot of the tower in Westfield-Barnes airport last Saturday. It will be out of service until March. That said, it will be coming back better than ever: painted, a fresh annual, upgraded interior trim (already on order), and a new carb heat gauge among other things. A few "before" pictures for future comparison....

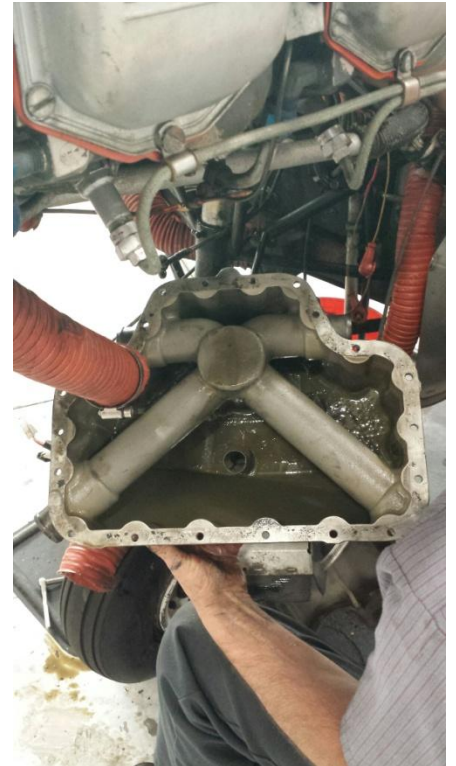




A Piper Tomahawk at the airport had a prop strike (veered off runway during a crosswind landing and struck – barely – a runway light) and had to have its engine torn down to inspect for damage. Note only one blade bent, but even so, the plane was unable to take off. Enjoy these photos of the inner workings of a Lycoming engine!



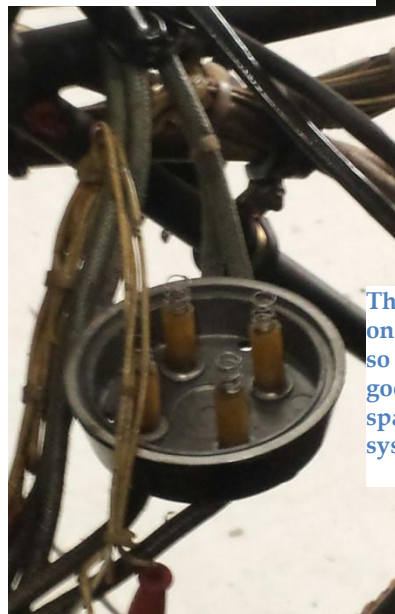
Note the gear at the back of the crank being turned by the four cylinders of the engine.



The oil pan sits below the cylinders, ready to supply the system with oil for cooling and lubrication.



Under the oil pan is the carburetor



These springs fit into holes on the back of the magneto so that there is always a good connection for the sparks that make the whole system function.

AVIATION EDUCATION & NEWS –

"Hartford IMC Club Monthly Meeting @KMMK"

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

On Tuesday, November 25, 2014 at 18:00

Location:

Meriden Airport

213 Evansville Ave

Meeting Room, Airport Terminal

Meriden, CT 06450

Select Number:

EA6358683

Description:

PRE-THANKSGIVING IMC Club MEETING, 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?". Snacks & 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.

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1 Credit

Finding figuring out reciprocals a challenging bit of mental math while trying to fly an airplane??? Check out this video:


http://www.youtube.com/watch?v=cnWVKT8_8zI&list=UUPCyMEHOWm2DrxUKEA_zOQQ

FAA Safety Team | Safer Skies Through Education

New Sporting Event TFR - Entire U.S. and territories
Notice Number: NOTC5676

Until Further Notice
Entire U.S. and territories
3 NMR / 3000 AGL

NEW SPORTING EVENT NOTAM

 https://www.faasafety.gov/files/notices/2014/Oct/NEW_Sporting_Event_4-3621.pdf

Specific instructions and restrictions are available at <http://tfr.faa.gov> once the NOTAM has been issued.

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

I just love new gadgets, don't you?

<http://techcrunch.com/2014/11/12/aeromobil-is-a-flying-car-with-a-top-speed-of-124-mph-on-land/>

Ever wonder why BDL Approach uses callsign "Brickyard" for some flights? Check this out:
<http://www.funtrivia.com/en/subtopics/So-Just-How-Did-You-Get-That-Callsign-325751.html>

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, **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! 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 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 Seven:

The daily news media doesn't have much interest in follow-up stories, so when I submitted some new material to the Yale Daily News later in the spring of 1966, there was evidently no interest. I still have the story, neatly typed in 30-character lines on the yellow copy paper we used in the newsroom. This is obviously the first draft, but I offer it here because it contains facts that I couldn't disclose in the "Ordeal by Flier" feature. I have also appended two sides of a 3x5 card that Professor Hanson wrote to me which puts the history of his record attempt into the most succinct form. Although he borrowed my airplane many times and we flew together to a few destinations, we rarely talked on the telephone. Most of our communications were by 3x5 cards, usually taped to the control wheel of the airplane. Here is the story:

When Hanson bought his 'Cat in 1961, the idea of taking a crack at the speed record was in the back of his mind.

While at Oak Ridge near Knoxville, Tennessee, in the summer of 1964 Professor Hanson spoke to a representative of the American Oil Company. General sponsorship of a record attempt with an unmodified aircraft was discussed.

However, the legal staff of Amoco nixed the proposal because the company had to own the plane for insurance reasons.

Hanson next sent his dossier to Champion Spark Plug and the company reacted favorably, agreeing to supply platinum spark plugs, high tension leads, and other ignition parts.

Champion has made it their policy to cover the field, however, and this was not a unique arrangement.

Then, early in January 1966 Mr. Hanson published a letter in Aviation Week & Space Technology grumbling about the lack of interest in returning the speed record to the United States.

The response was explosive.

Some interest + support: Bearcat Speed Record

① American Oil	(1964-65)
② Champion Spark Plugs	(1965, 66) all ignition
③ Penn-z-oil	(1966) \$25,000 + fuel
④ Goodyear Tires	(1966) ✓ all tires
⑤ Juan T. Trippe	(1966) CB-16
⑥ Stummman Aircraft	(1966) \$75,000
⑦ A. C. Spark Plugs	(1965) plugs

Sequence: ① Amoco - enthused, but stopped by \$30,000 for modifications and overhaul of the aircraft.

"The competition came out of the woodwork," stated the amazed professor. A Hawker-Siddeley Sea Fury, a P-51 Mustang, and another F8F-2 Bearcat materialized as contenders.

Pennzoil contacted Mr. Hanson and expressed interest in backing the whole show with all fuel, oil, and additives and

At the same time Goodyear Tire and Rubber Company offered to supply tires while the Allison division of General Motors was enlisted to provide technical assistance in modifications of the propeller.

Juan Trippe, president of Pan Am, Yale graduate, and member of the Yale Corporation, offered Hanson a Pratt & Whitney R-2800 CB-16 engine from a DC-6B. Mr. Trippe's generosity made this \$85,000 engine available immediately, and it was on the loading platform at Miami awaiting shipping instructions.

Unfortunately, Pennzoil discovered that it had overlooked a prior commitment to Grant Weaver's Sea Fury. The oil company backed out on Weaver and felt ethically compelled to withdraw its financial backing of Hanson. Pennzoil had also, in effect, asked for a guarantee that the record would be broken, a promise Hanson could not make.

With the demise of Pennzoil, Grumman Aircraft suddenly wanted in, spurred partly by the realization that Darryl Greenamaier's Grumman Bearcat had the resources of Lockheed behind it. Grumman obviously wanted the record set under its own auspices.

After several sessions between Hanson and Grumman a tentative budget was set up, including the costs of hangar space, four mechanics, overhauling Trippe's engine, and chopping, modifying, and redesigning parts of the airframe. The budget came to \$75,000, somewhat more than had been anticipated.

During this time Grumman was building up its image as a leader in the aerospace field and preparing to launch the Orbiting Astrological Observatory.

On the day that the decision was to be made whether or not to back Hanson, the OAO mission failed. Professor Hanson surmised that this failure caused a reappraisal of Grumman's public relations posture vis-à-vis the Defense Department, resulting in the Hanson 'hot rod' project being dropped. Backing the Bearcat began to look like self-aggrandizement when the aircraft company could ill afford it.

Thus Hanson's chances began to fade and he resigned himself to keeping the 'Cat as an airshow machine.

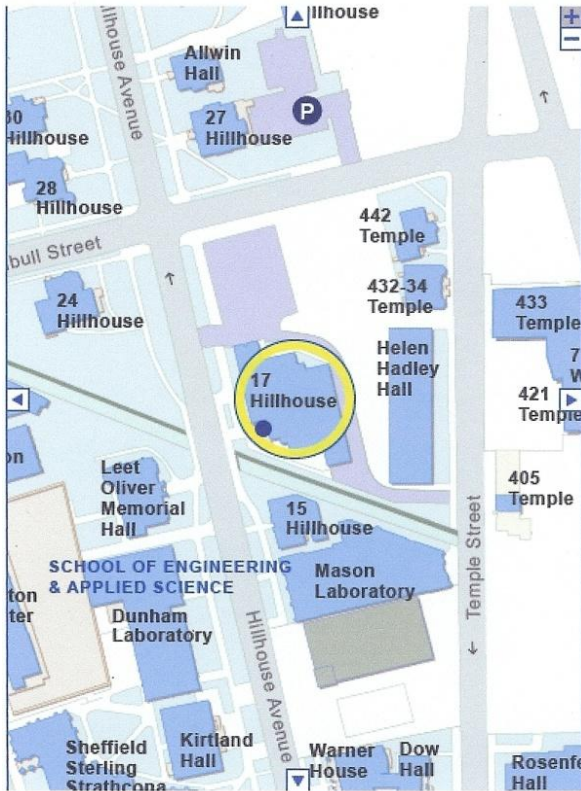
Late in May Darryl Greenamaier was clocked at about 500 mph. He retired after two passes due to severe lateral instability caused by chopping 18 inches off the rudder. Greenamaier's Bearcat utilized the CB-16 engine, clipped wings, a new canopy, and special fairings - modifications Hanson was contemplating to his own plane. Ironically Greenamaier got technical assistance from a Grumman test pilot before it was known that Lockheed was behind the project.

Hanson wrote a cryptic note on a file card: "Greenamaier will make it. FAI record still unbroken = NRH fading."

An "angel with a wad" was not forthcoming and Hanson polished his aerobatic routine. At Bridgeport last summer he delighted the crowd with screaming low passes and his patented takeoff: brakes on, Hanson would run up full power at the end of the runway. When he released the brakes the plane fishtailed from the torque but was airborne from the three-point attitude in 400 feet. Hanson sucked up the gear and leveled off, his propeller inches from scarring the tarmac. The 'Cat accelerated quickly. Climbing abruptly Hanson would bend the Bearcat into a slow roll to the left and continue his climb-out, the smoke of 2450 horses burning rich tracing the perfectly executed maneuver.

Coming in the December newsletter: The Navy celebrates the 50th anniversary of naval aviation at the Waldorf-Astoria in New York, and Yale Aviation is there!

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