

YALE AVIATION NEWSLETTER

March 2015

UPCOMING EVENTS –

- **Millionaires Unit** – the new trailer is out <http://millionairesunit.org/home.php> and a screening is scheduled for March 21 in Atlantic City, NJ.
- **New England Safety Expo** – Saturday, March 28, 2015 at Daniel Webster College, Nashua, NH. http://www.faa.gov/news/conferences_events/aviation_expo/



Classic Wings Magazine

PILOTS...

Roberto González Echevarría was highlighted in the past Yale Alumni Magazine section “Scene on Campus”. The reporter flew with Roberto over the Bowl, as you can see. Check it out! <http://www.yalealumnimagazine.com/articles/4009/yale-aviation>



Roberto was also featured on NPR’s “All Things Considered” March 3, 2015, this time talking baseball: <http://www.npr.org/2015/03/03/390484902/minnie-monoso-first-black-latin-professional-baseball-player-dies>



Stawomir Wojcik took the photo on the left while flying practice approaches into KBDR in a Grunman Tiger with a friend. You can see KHVN in the distance, with the ice of the sound just starting to break up!

Nico Britton has passed the first hurdle in entering the Air Force Academy. Congratulations, Nico!



It's been a tough winter – before and after shots of **Charlie Skelton's** handywork keeping 028 ready for the rare winter flying day and free from the long-term harm of snow left on the airplane:



BIG thanks go to CAS for his tireless snow removal all winter!!!!

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 is 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).

A few more things to beware of: **DO NOT do your run-up in or near a puddle of water.** The spray can freeze onto your propellers or block up your air intake almost instantly, greatly affecting your ability to produce the power you need. Should you feel vibrations on takeoff, abort and check it out.

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 has just had a new shoulder strap system installed which promises to be durable and long-lasting. It will be our only aircraft available until April.

Remember, **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 gotten a new rudder, due to a crack noticed in the old one while being painted. Estimated time of delivery of the improved 044 is the first week of April!

AVIATION EDUCATION & NEWS –

"Hartford IMC Club Monthly Meeting"

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

On Tuesday, March 24, 2015 at 18:00

Location:

Meriden Airport

213 Evansville Ave

Meeting Room, Airport Terminal

Meriden, CT 06450

Select Number:

EA6360996

Description:

This is the March, meeting of IMC Club, Hartford chapter. Another Instrument flying scenario based topic will be presented and discussed. The 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 to engage our members and allow them to share and build their experience. You do not have to be instrument rated to attend. Following the

presentation we will conclude with the question; "What would you Do?". 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 (FAASafetyTeam) 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

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

For those of you anxious to try out aerobatics, a video demo:

<http://generalaviationnews.com/2015/02/15/video-learning-aerobatics/>

Solar Impulse has begun its round the world trip. Check out this short video – the take-offs and landings are amazing!

<http://player.d.nationalgeographic.com/players/ngsvideo/share/?feed=http://feed.theplatform.com/f/ngs/dCCn2isYZ9N9&guid=0000014b-c7ec-dcb2-a96b-cffc09800000&link=http://video.nationalgeographic.com/video/#>

TWEED NEWS -



American Flight Academy has moved to renovated space in Hangar 2, entered from the parking lot side. Their entrance is shown to the left.

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 -



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 Eleven:

In James Gilbert's article in the March, 1966, issue of Flying

magazine, Professor Norwood Russell Hanson is quoted as saying, "Life is *short*. This has been almost a controlling feature in my life. For one thing my entire family is short-lived - I mean they just don't last very long." And later, "If the days are numbered and then it'll all be quite over, quite soon, one's inclined not to waste any time with ballet steps and with false noses."

Very sadly, Professor Hanson's self-prophecy came true on April 18, 1967, when the professor's Bearcat slammed into a hill near Ithaca, New York. He was on his way to Cornell to deliver a lecture titled "Flight Theory Within the History of Ideas." Before the flight Hanson had told me that there were some aeronautics students at Cornell who wanted to see his airplane up close. (He also told me some time earlier that he was going to write a book titled "Aristotle and the Principles of Aerodynamics." While us mortals would be full of skepticism, I knew that Russ's fertile mind saw a multitude of connections between Aristotle and aerodynamics.)

The weather was an issue. Nobody has ever asked me, but I surmise that Professor Hanson arrived in the area of Ithaca on top of scattered to broken clouds and was looking for a landmark to guide him down. This is the Finger Lakes area of western New York state. Seneca and Cayuga Lakes are fairly large; Owasco and Skaneateles Lakes are much smaller. Professor Hanson may have mistaken one of the smaller lakes for Cayuga Lake and made his penetration through the clouds toward terrain that was several hundred feet higher than around Ithaca. According to his mechanics (from Asbury Park, New Jersey) who attended the memorial service at Pierson College a few days later, the canopy was open. The only salvageable part of the airplane was one wheel.



Professor Hanson's Grumman Bearcat in flight.

Yale's Noted 'Flying Professor' Dies As He Lived---In The Air



Prof. Norwood Hanson in his role as aviator.

By STANLEY J. VENOIT
Register Staff Reporter

Norwood Russell Hanson, the "flying professor" of Yale University with more than 6,000 hours flying time—much of it in his own former World War II Grumman Bearcat—was killed Tuesday afternoon when the single-seater airplane crashed near Cortland, N.Y.

Prof. Hanson, who lived at 47 Deepwood Drive, Hamden, had taken off shortly after 3 p.m. from the Meriden Airport where he had based his 400-mile-per-hour Bearcat since last February. The crash occurred about 4 p.m. in an area about 15 miles from Cortland and about 20 miles short of his destination, Ithaca, where he was scheduled to give a lecture at Cornell University.

The former Marine pilot and holder of the Distinguished Flying Cross was to lecture on "Flight Theory Within the History of Ideas." The sheriff's office in Cortland said the Grumman was totally wrecked when it smashed into a ridge of dense woodland. Prof. Hanson's body was recovered from the wreck and was taken to Cortland Memorial Hospital. Federal Aviation Authority investigators will seek today to determine the cause of the crash.

The funeral will be private. A memorial service of music will be held in the common room of Pierson College at 3 p.m. Friday. Friends may make contributions to Yale University for the Norwood Russell Hanson Loan Fund, which will provide financial assistance to students undertaking aviation training.

The 43-year-old professor of philosophy, who specialized

in the field of the history and philosophy of science, was a popular figure on the Yale campus and his death stunned the community. George Schrader, chairman of the philosophy department, said Hanson's death "was a real blow" to the university.

Howard S. Weaver, director of external affairs at Yale, said Hanson's "eminence as a professor was paralleled by his skill and experience as a pilot, and his aircraft was the greatest propeller-driven machine ever developed." He was, Weaver continued, "a truly comprehensive man in modern times, and in our sorrow we hail his vitality and his courage."

Prof. Hanson came to Yale in 1963. On July 13 of that year he roared into the Tweed-New Haven Airport for the first time with the Grumman Bearcat after a flight north from Oak Ridge, Tenn., where he had been participating in the Institute of Nuclear Studies. In an interview he spoke with pride of his airplane and of the demands he made to keep the machine precisely tuned: "Better than the designers had planned it."

The craft had been based until February at Tweed-New Haven and was used frequently by the professor in presenting aerial-acrobatic shows. For the past three years he appeared at the Barnum Festival air show at Bridgeport's Municipal Airport. He was described as an outstanding acrobatic pilot, an "aerial maestro."

He had set a goal to try to set the world speed record for single-engine, piston-powered aircraft, but never received suffi-

See PROFESSOR Page 84

► 'Flying Professor' Killed

(Continued from Page 1)

cient financial backing for the attempt.

During World War II he flew 54 carrier-based missions and logged 2,600 hours of flying time. He once recalled the time he looped the Golden Gate bridge between San Francisco and Oakland. "My promotion was held up for 22 months," he added, "because of that."

Standout Boxer

Hanson was a standout amateur boxing champion and shot putter. He was a scholarship student in music here and abroad.

A native of New Jersey, Prof. Hanson held degrees from Chicago, Columbia, Oxford and Cambridge Universities. He held a New York Philharmonic Music Scholarship, Curtis Institute of Music scholarship, Johnstone Scholarship at Columbia, a Fulbright Fellowship at Oxford, St. John's College of Cambridge University Scholarship and a Nuffield Foundation Prize Fellowship for work at the Institute for Advanced Study at Princeton, the Sorbonne and Milan.

At the time of his appointment here, Prof. John E. Smith, chairman of Yale's Philosophy Department, said "Prof. Hanson is especially qualified to extend Yale's interest in the philo-

sophy of science, particularly with regard to studies in the nature of scientific discovery and the status of scientific theory."

He was author of a number of articles pertaining to aviation, as well as such education classics as "Patterns of Discovery" and "The Discovery of the Positron."

Survivors include his wife, Mrs. Frances Fay Kenney Hanson, and two children, Trevor Russell, 11, and Leslie Fay Hanson, 9.



NORWOOD R. HANSON

When the webmaster catches up, you must go back to Chapter Five and read James Gilbert's article, "The Bearcat Professor." The author captures the inevitability of this tragedy. Although I have described Professor Hanson as humble, he also had the swashbuckling bravado and arrogance our nation needs in a frontline warrior. Of course, he was way more than this. Truly a Renaissance man who excelled in his intellectual pursuits, the arts, and mastery of the physical world: aviation.

It's ironic that if not for the aeronautics students at Cornell, Professor Hanson probably would have been flying my Comanche 180. He went out on lecture tours several times, and I'd find a check with a neatly written itinerary taped to the control wheel. All the IFR enroute charts were on the back seat, and it wouldn't have been unusual to ask the controller for the approach procedure.

Professor Hanson has been gone 48 years now. He was a philosopher; I am not. He was a Type A person; I am not. When I was a student, he was the only professor I ever actually talked to. When I think of him looping the Golden Gate Bridge - well, there are a couple of bridges in Idaho, and I've often thought about flying under them....

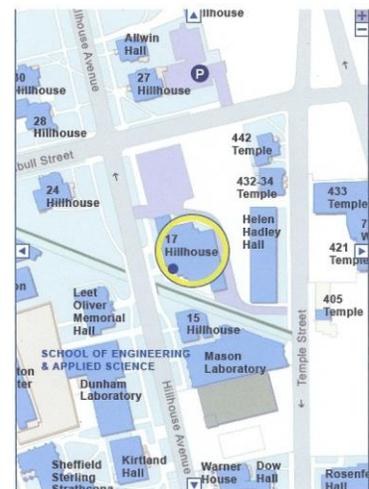
Coming next month the last chapter of this series: Fiction and Fact from Hank's Almanac

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 has spent hours and hours updating and improving our set-up. Be sure to take advantage of this great resource, which is not dependant on fickle weather!



Aviation animal video? https://www.youtube.com/watch?v=IANwb_qT1gg

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