

YALE AVIATION NEWSLETTER

April 2015

UPCOMING EVENTS –

- **April 24th** (or thereabouts) we will welcome N55044 back to New Haven freshly painted with new rudder, redone interior, and fresh annual among other things!
- **Upcoming demonstration flights** not far from home:
 - May 9-10 Millville, NJ - Thunderbirds
 - May 16-17 Westover ARB, MA - Blue Angels
 - May 30-31 Kingstown, RI - Blue Angels
 - Jul 18-19 Niagara Falls, NY –Thunderbirds

PILOTS...



Anvil cloud at 35,000 ft



Spring may be here now, but two weeks ago there was still ice at the airport...

Akihiro Hashimoto completed his registration in Hartford and is now an advanced ground instructor.

Wilbur Cross Aviation Club visits KHVN

On March 7, a half dozen members of the Wilbur Cross Aviation Club visited Airport Ops and the tower thanks to Robinson Aviation, John Olson, Kurt Rodman and David Sconzo. Many thanks to those gentlemen for encouraging interest in aviation for local young people!





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

32028 will be our only aircraft available until around April 24th. Patience.....

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 been painted (see progress shots over the course of the past 5 months below, plus the latest shots are on our Facebook page)! The interior is being worked on, then polishing, annual, and test-flight. Estimated time of delivery back to New Haven of the improved 044 is the fourth week of April!



AVIATION EDUCATION & NEWS –

For those who would like to try a free King's course on crosswind landings, try out this link:

<http://www.kingschools.com/free-pilot-training-courses/crosswind-landings-made-easy?sco=WBEM&scu=1503A>

Check out this video showing the effects of density altitude on take-off. Have to beware of how this affects your ability to climb!

<http://www.boldmethod.com/blog/video/2015/03/remember-to-check-your-density-altitude/>

This You-Tube video covers density altitude and the 9 things that can cause major problems in high density altitude environments! It is given by a NTSB accident investigator, is a little over an hour, but awfully complete: <https://m.youtube.com/watch?v=mZvBYhUkksw>

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

Watch this video of an eagle making a dive (2722 ft) from the highest building in the world in Dubai. Thanks, **Larry Manley**, for this link! http://www.nbcconnecticut.com/news/national-international/296354721.html?_osource=SocialFlowFB_CTBrand#

Solar Impulse has completed just under half of its round the world trip. Check out this You-Tube video on leg 5 of 12. <https://www.youtube.com/watch?v=nLoFLRWHR9Y#t=303>

TWEED NEWS -

Due to maintenance, runways 14/32 are CLOSED until September 23, 2015.

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!!

THIS IS A MULTI-PART SERIES ON YALE AVIATION HISTORY IN HONOR OF OUR 50TH ANNIVERSARY.

Yale Aviation History – Chapter Twelve:



I hope someone out there is actually reading this; so far, zero feedback from eleven chapters. I, however, have truly enjoyed doing this. The history of aviation at Yale now goes back 100 years, and I felt compelled to share my recollections and aeronautica of fifty years ago: a few highlights (and lowlights) and observations that have shaped my aviation life in the past fifty years. They are in no particular order.

- I flew Slim the horseshoer from Spotted Bear to Schafer Meadow in a 182. I also had a huge bottle of propane on board. Slim had a cigar in his mouth, and I told him he couldn't light it. Fifteen minutes later he had eaten it!
- Grass runways cover up all kinds of sins.
- If you want to go fast and inexpensively, buy or build an RV-8.
- Found myself on downwind in a Starduster Too biplane - inverted! I had been demonstrating basic aerobatics to my friend who had built the airplane. I reached out with both hands, gripped the stick with all my strength, and rolled the plane upright. There was no resistance. We had been flying for five or ten minutes with neither of us on the controls. I thought the maneuvers were a little sloppy, but not all that bad for a beginner. My knees were so weak I sat against the hangar for 30 minutes.
- My friends on the eastern plains of Montana say the mountains block their view. Normally we can see 40-50 miles; on a good day 100 or more. The curvature of the earth is an issue.
- You don't need a Lexus to drive to the airport. You could have spent that bling on another glass gizmo and fuel for a year or more. I have a good friend who is a captain for Delta. His airport car is a clapped-out, rusty Subaru. Perfect!
- Good aviation writers are few and far between. Here are the best five:
 - Antoine de Saint-Exupery - "Wind, Sand, and Stars"
 - Beryl Markham - "West with the Night"
 - Ernest Gann - "Fate is the Hunter"
 - Charles Lindbergh - "We"
 - Richard Bach - "Jonathan Livingston Seagull"



- The best contemporary writer – Lane Wallace. (I am biased because I was mentioned in a “Flying” column in 2004.)
- Don’t invest in aviation.
- I have had a piece of the “Hindenburg” in my hand!
- Don’t ever buy an airplane that’s been near salt water. My brother had a Mooney based at Groton, CT. The flap tracks corroded off, the cylinder fins corroded off, and an impact screwdriver had to be used to loosen the cowl fasteners.



- Stirred up some dirt with the prop of my 210 at an airshow in Idaho. First person on the scene was a man who had “FAA” on his ball cap. “What are you going to do now?” he asked. I looked the prop over carefully; all three tips were curled over evenly. “Fly it home,” I said. “Well, you’re going to need a Special Airworthiness Certificate.” Which he filled out and gave to me. (But don’t think for a moment that there are sensible, old-school, experienced FAA inspectors still around.)

- I took off from Spotted Bear in a 182 one morning and found myself climbing toward the overcast at 140 mph with the power at idle. I cancelled flight ops for the rest of the day.
- Same airport, same airplane. Flew the last quarter-mile of the approach at full throttle all the way to the ground.
- Topped the tank of my clipped-wing Cub at Caldwell-Wright airport for \$1.29. Used a credit card to conserve my cash!



- Flew my 1928 Travel Air 6000 from Minot, ND, to Wahpeton, ND, with a 60-knot tailwind. It was blowing 40 knots across the runway, so I landed on the grass between the taxiway and the runway, into the wind. (The main wheels of the Travel Air are nearly three feet in diameter.) Rolled less than 200 feet. Taxiing to the ramp was the hardest part of the flight.

- Flying my Cessna Turbo 210 from Kalispell, MT, to Tucson, AZ, one winter morning, I watched the DME scroll past 320 knots while we were in the vicinity of Salmon and Challis, ID. We were on an instrument flight plan in severe clear at 15,000

feet. It was eerily smooth, and I had to continually trim as the ground speed slowly increased and then slowly decreased. I grabbed a sectional chart and confirmed that we were going six miles a minute.

- Then there was the time in North Dakota when we raced a UPS truck at 60 mph.
- Taxied my Pitts Special off a bridge. There was a dogleg in the taxiway, and I had my head down.... Never did find the propeller blades; fortunately they were made of wood. I still have the hub as a souvenir; well, actually more of a reminder.
- Took my instrument check ride in Missoula, Montana with Jack Hughes, chief pilot of the legendary Johnson Flying Service. The tower tried to give me my clearance as I was taxiing out. I refused. I looked at the inspector, and he had the hint of a grin. I knew at that moment, barring an egregious failure to fly half decently, I had already passed the check ride.



- My homebuilt Bucker Jungmeister biplane is in the final few months of construction. (When I was an undergraduate at Yale I could hand draw a Jungmeister, so now my aviation life is coming full circle.) It's going to have the latest in glass; virtual vision, traffic, weather, and a host of engine monitors. I remind myself daily that the pilot has to keep his head up and not fall prey to the bug-eyed mastery of a gazillion gadgets. (I think I cribbed that phrase from Professor Hanson.)
- The Travel Air, on the other end of the spectrum, has a clock dead-center in front of the pilot. Watch it, and you won't run out of gas. The other rudimentary instruments are obscured by the control column.

If you're still with me, I hope you have enjoyed my scribblings over the past twelve months. Aviation has been my vocation at times, but always my avocation, and I hope you have, or will, enjoy it as much as I have. Adventure doesn't just happen to people anymore; you have to go out and create it. My email address is: travelair@centurytel.net Come fly with me!

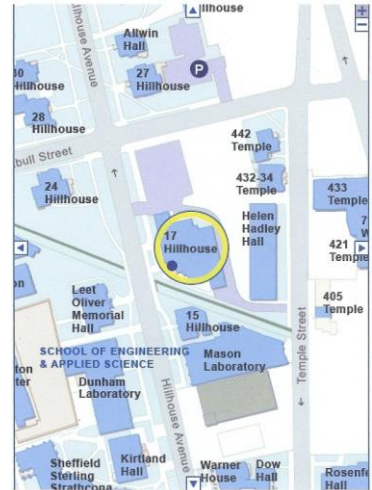
This is the last chapter of this series. The Editor wants to extend her profound gratitude to Mr. Galpin for writing this highly entertaining and informative series.

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!



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