

YALE AVIATION NEWSLETTER

January 2016

UPCOMING EVENTS –

- **The final group TSA Badge training session WILL BE NEXT WEEK**, Wednesday Jan 20, at 1:30 pm. Please let Kathy Grant (203-466-8833 ext 109) know if you plan on using this opportunity to get the training review you need to renew your airport badge. Also remember that you must have an original application signed by **Laura Baldwin** in order to take this training session!!
- **IFR “Cloud Crowd”** is going to meet on Sunday, Jan 31, 9:30 am, at Robinson Aviation. The topic of discussion will be “What Makes a Legal vs. Useful Practice Approach”. Everyone is welcome, but do let **Laura Baldwin** (lfbaldwin@aol.com) know if you plan to attend. This completely informal opportunity to get together to share IFR experiences and knowledge will be lead by **Ian Green, CFII** as our guide and expert.

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 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!*

- **ATTENTION REGARDING CALLOUT FEES!** 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 fuel for the planes or take them in or out of the hangars afterhours, this will result in a **CALLOUT FEE of \$150** that will be charged to Yale Aviation and passed on to you. The easiest way to avoid these fees – and work well with the kind line folks at Robinson – is **FOR YOU** to let the Robinson front desk know well ahead of time if you need fuel or wish to use the airplanes early or late. Please be as considerate as you can of their time and efforts. Any questions? Please give **Charlie Skelton** a call and he can go over what does and does not constitute a callout!



PILOTS...

Welcome to our newest member, **Joel D'Angelo**: “I have been a science teacher at Hopkins School in New Haven for the past 14 years and have had a lifetime interest in aviation. I am finally getting back into flying after a 24-year hiatus in which I have soloed for a few hours but never earned my PPL - as life sometimes gets in the way. Having recently studied for and passed my written exam, I am committed to finally earning my PPL and looking forward to flying with my wife Lisa and 5 year-old daughter Grace.”

Seth Kyle has passed his PPL written! Congrats, Seth!!!

Past member **Zhu Heitman** is finishing up her PPL in San Diego, California – just in time, as she is pregnant! Congrats, Zhu!!

Nico Britton, ex-Yale Aviation member, has gotten his PPL! “I took my mom up shortly afterwards – she seemed petrified but it helped that winds were calm and I made the smoothest landing of my career thus far. I got my license at Del Sol Aviation, Albuquerque Int’l. But I will always thank Charlie as my first instructor, who taught me the discipline of flying.” Nico is off to University of North Dakota for college, and will be in the Airforce Reserves, where he should have 1000 hours by graduation!



Ben Baumgartner, summertime Yale Aviation member, has received his instrument rating. He currently studies at Purdue.

Annual Meeting: A fine time was had by all on **Monday, Dec 17, 5:30 pm** when Yale Aviation met for its Annual Meeting. A few new initiatives were talked about, besides the usual information on member numbers and plane status. They include the possibility of an [Aviation Scholarship](#) (**Clarice Begemann** and **Daoud Mikhail** are looking into the practical aspects of this), a committee to look into the [ADS-B out solutions](#) most practical for our airplanes (**Laura Baldwin**, **Akihiro Hashimoto**, **Jake White**, **Charlie Skelton**, and **Paul Cleary** are on that team), plus a group to look into a revamp of our [Regulations and By-Laws](#) (**Jake White**, **Charlie Skelton**, and **Laura Baldwin** will be handling this).

As with last year, we also held a mass TSA badge renewal session, allowing us to get most of our members rebadged at once. Those of you who still have to pick up your new badges, please don't forget to



1. Bring your old badge
2. Have \$30 cash or check with you!
3. Call Kathy Grant (203-466-8833 ext 109) to be sure all is ready!!

Thanks to **Akihiro Hashimoto** for putting together the ADS-B powerpoint presentation, **Clarice Begemann** for donating the pizzas, and **Ty Kamp** for the wonderful homemade desserts!!

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 has been relicensed following the catastrophic magneto failure of last month. The plastic molding at the left-hand side windows is on the docket to be repaired. Photo at left shows **Raj V-J** working on the radios. He has also been working on setting up an inexpensive ADS-B in solution (Stratux) for traffic reception. More on this later. Otherwise good to go!

55044 is doing well, with the following caveats: Watch that the heading indicator's flag completely disappears before trusting its indications. It has been taking some time to do so lately. Also, some of the panel lights are a bit dim, so watch for that when next you fly at night.

Remember: **ONLY remove the cowling when you have at least two (2) people**. 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!

"Climate and Global Weather Patterns – How They Impact Your Flying"

Topic: We'll explore global weather patterns, how certain patterns impact flying and how it relates to climate and climate changes.

On Wednesday, January 20, 2016 at 14:00

Select Number:

CE0966493

Description:

"Climate is what we expect, weather is what we get." This Robert Heinlein quote describes the difference between climate and weather. Pilots are trained to know WHAT the weather is doing and what it is expected to do during a flight. But have you ever asked WHY? Why do you get the weather you get where you fly? Where does it come from? How does it arrive? Where does it go? Where does it end, or does it? In this webinar, we'll look at weather on a global scale, show you how the weather around the world is interconnected and help you see how a weather system in Shanghai, China can impact flying over Sheboygan, Wisconsin... and every point in between.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASteam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

"FREE WEBINAR - Get a Better Preflight Briefing!"

Topic: How to prepare for and receive a better preflight briefing.

On Monday, January 25, 2016 at 17:30

Location:

ONLINE ONLY--Webinar
16501 Sherman Way

Van Nuys, CA 91406

Select Number:

WP0166485

Description:

In this 90 minute webinar you will significantly improve the quality of your preflight briefings and your understanding of the information provided to you. We'll also explore 1800wxbrief.com, and discuss how to do an effective pre-brief. Lastly, you will learn the differences in various forecasts and what to look for to begin to identify hazardous weather conditions. [Click here to register](#).

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **FAASteam**

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
Advanced Knowledge 1 - 1 Credit
Master Knowledge 1 - 1 Credit

"Hartford IMC Club Monthly Meeting @KMMK"

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

On Tuesday, January 26, 2016 at 18:00

Location:

Meriden Airport
213 Evansville Ave
Meeting Room, Airport Terminal
Meriden, CT 06450

Select Number:

EA6366416

Description:

JANUARY, 2016 meeting of IMC Club, Hartford chapter. Another new Instrument flying scenario to presented and discussed. Through its nationwide chapters in association with EAA, 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 at each meeting 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?". 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

Many of you already know and use this service, but as a reminder for those who don't, AOPA has a section of their website devoted to aviation education, with seminars, online course and safety quizzes. A great way to keep yourself sharp during these long weeks of nasty winter weather:

<http://www.aopa.org/Education>

PODCASTS & APPS & GADGETS— Please send me your favorite app, tech toy, video or podcast suggestion to share! Even fun facts, like the definition of Aeronef... (Thanks, Ty!)

From **Pres. Clarice Begemann**, this FAA Guide to Pre-Flight Weather Planning, Weather Self-Briefings, and Weather Decision Making:

<https://www.faa.gov/files/gslac/courses/content/33/346/GA%20Weather%20Decision-Making%20Aug06.pdf>

For all you Foreflight Fans! Careful about the renewal pricing – apparently there is a trick for getting the lowest price... As Garry from Fly Wings says: “That’s because they’ve bundled the new LogBook feature and Synthetic Vision into the package. If you don’t want LogBook, and you don’t own a Stratus device to utilize SynVision, you should scroll all the way down to the bottom of the pricing page and click on “Build Your Own Plan” to still get the \$149/year price. Note you must do this on a computer (or at least in a browser); you can’t do this (as far as I can tell) from within iTunes or the ForeFlight app itself. By the time you read this, or shortly thereafter, this may all change. I have to believe they’ll begin to get a lot of blow-back after people renew and later figure out they’re now paying 33% more every year for features they don’t even want.”

<https://www.foreflight.com/pricing>

aeronef, n. Pronunciation: Brit. /'ɛ:rə(ʊ)nɛf/, U.S. /'ɛrəʊnɛf/, /'ɛrənɛf/

[‘ A flying machine, an aircraft; *spec.* (a) a lighter-than-air flying machine, a balloon, *esp.* a dirigible balloon, an airship; (b) a heavier-than-air flying machine, *esp.* an aeroplane (see also quot. 1910¹).’]

Etymology: A borrowing from French. Etymons: French *aéronef*. < French *aéronef* kind of airship (1844), heavier-than-air aircraft (1861 in the French patent corresponding to quot. 1861) < *aéro-* AERO- *comb. form* + *nef* ship (see NEF *n.*¹).

The French word originally denoted a kind of lighter-than-air aircraft. It was then used in the work of M. de Ponton d'Amécourt and G. de La Landelle, who applied it to heavier-than-air aircraft and who are sometimes credited with the coinage. However, the word continued to be used to denote lighter-than-air aircraft as well. It was officially redefined as any kind of powered aircraft in 1909 (see quot. 1910¹) and as such contrasted with *aérostat* AEROSTAT *n.* For a more detailed discussion see S. Stubelius *Airship, Aeroplane, Aircraft* (1958) 210–17.

Aeronaut. Now *hist.* and *rare.*

In earlier use often as a rendering of or with reference to French use of the word. The varying denotation of the word in English partly reflects similar variation in French (see note in etymology).

- 1861 G. L. M. DE P. D'AMÉCOURT *Brit. Patent 1929*(1862) 1 The required ascensional motion is given to my aerostatical apparatus (which I intend denominating aeronef or helicoptere), by means of two or more superposed horizontal helixes..revolving.
- 1864 *Chambers's Jrnl.* 16 Jan. 38 MM. d'Amécourt and De la Landelle have made a model of the Aeronef, which was exhibited before the Association Polytechnique.
- 1887 tr. J. Verne *Clipper of Clouds* ix. 84 The aeronef might find herself like a ship on a lee shore if a mountain that could not be outflanked or passed barred the way.
- 1903 *Aeronaut. Jrnl.* Apr. 41 An apparatus that is heavier than air is an aëronef, or appareil d'aviation.
- 1908 *Daily Rep.* 12 Sept. 4/4 About 6 a.m. the airship 'République' appeared over Issy, returning from a 200-kilometre raid. It saluted the aeronef 'Malécot', which had descended from its high perch in the skies.
- 1910 C. C. TURNER *Cantor Lect. Aeronaut.* 5 The main divisions into which aerial craft are divided are aerostats and aeronefs. I am using the term 'aeronef' because it has been recommended by the fourth International Congress [held in France in 1909] to designate all aerial craft driven by motors... Aeronefs, therefore, include aeroplanes, dirigible balloons, helicopters, and ornithopters.
- 1910 R. FERRIS *How it Flies* 453 *Aeronef*, another name for an aeroplane.
- 1997 D. WEIR *Anarchy & Culture* ii. 82 The crew mutinies and Hartmann destroys them and kills himself by dynamiting the aëronef in midair in a spectacular explosion.

TWEED NEWS -



Want to fly in this winter weather? Check runway conditions with Airport Operations before you leave home!

Airport manager Diane Jackson reported at the 2015 YA annual meeting that runways 14/32 will be reopened after an extensive renovation project to upgrade their condition. Thanks go to **Charlie Skelton** and **AOPA** for working with Diane to push this issue through. Until the renovations are complete, the runways are CLOSED, probably for a few years.

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, have your fingerprints taken, pay your fee of \$30 (cash or check made out to "HVN") and have your new badge issued. **The same fee will also apply for renewals this year due to the fingerprinting!** Be sure to have your old badge plus two forms of government issued ID, at least one with a photo. Tweed is becoming quite serious about everyone having and using their security badge – fair warning!

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.

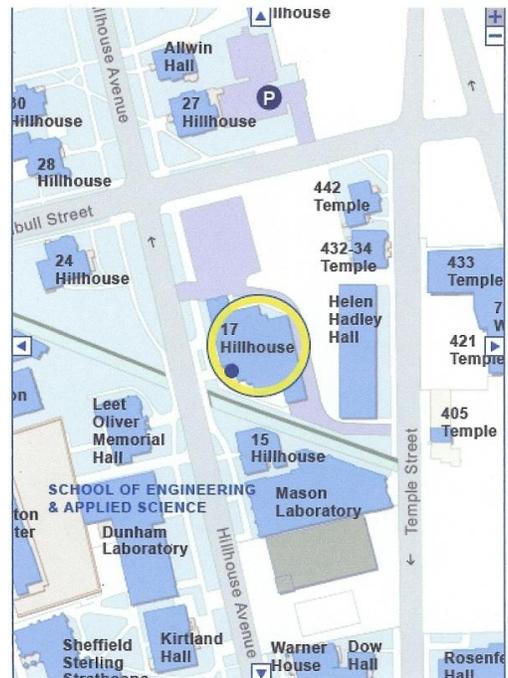
Of course, this program is a great way for Sporty's to steer business their way, but
we have an opportunity to also reap the benefit. With your participation, this will be
a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code
needed.

**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