

# YALE AVIATION NEWSLETTER

March 2016

## UPCOMING EVENTS –

➤ **New England Aviation Safety Expo** – Sunday, April 2, 8 am at Daniel Webster College in Nashua, NH. Theme is “Technology & Safety”. More details in the “Education” section!

➤ **IFR “Cloud Crowd”** is going to meet again on Sunday, April 17, 2pm (mark your calendars!), after a fun and informative meeting at the end of January. This completely informal opportunity to get together to share IFR experiences and knowledge includes our CFII guide **Ian Green**.

➤ **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...

Congrats to **Ben Baumgartner**, our newest Commercial pilot!!!

**Mirai Hashimoto** is a CFI! She passed the grueling practical test on March 8 out of Morristown, NJ. Check out the story below...

**Alark Saxena** and his wife Alder gave birth to a baby boy, Devraksh Allen Keleman Saxena (photo at right).

Our own **Josh Parsons**, USN, who had been working with Yale’s revived ROTC, has been reassigned to the USS George H.W. Bush (CVN-77), an aircraft carrier homeported in Norfolk, VA. He will be part of the ship’s operations department and will be coordinating between the ship’s resources and the different squadrons’ requirements in order to plan future flight operations.



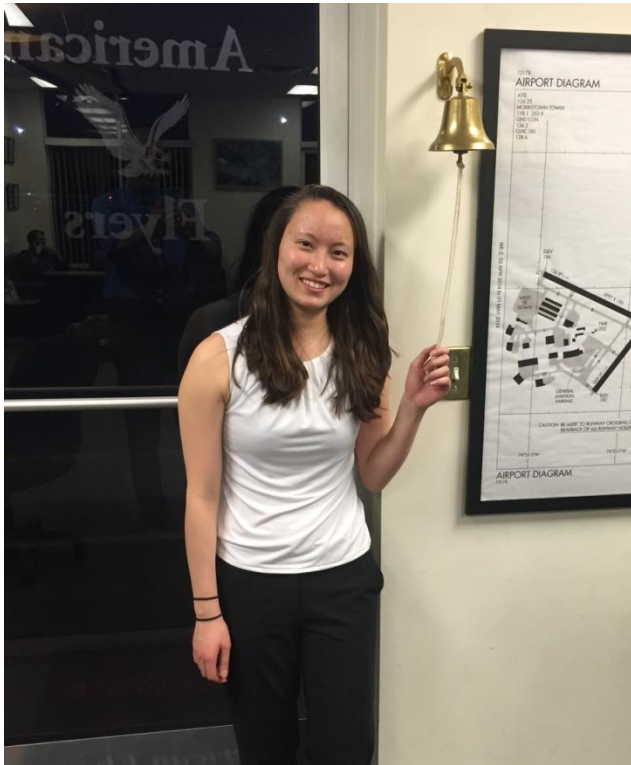
As he writes, "For my time at Yale, I have been extremely humbled, lucky, and joyful to have met each and every one of you. My life has been so enriched by Yale thanks to my interactions with all the wonderful people that make up this community. The conversations we have had and the examples you all set as humans and citizens have inspired me to be a better, more informed person myself. I will always treasure the many different experiences I have had while I was here and the overwhelmingly warm welcome I received from the Yale community. I only wish that more naval officers would have the influence of that kind of an experience, but am buoyed by the fact that every year we will now be commissioning 10-15 officers (or as many we can) whose education has been guided by Yale's community. So please feel free to maintain contact with me using my personal email: [joshua.c.parsons@gmail.com](mailto:joshua.c.parsons@gmail.com) or via my cell: 847-757-5371. If you ever need any help with anything or just want to say "hello", I am always looking to acquire a new scout's badge for helping out a friend and always have time for friends otherwise, so please do not hesitate to reach out. If I'm out to sea, it might be a while until I respond, but I will...eventually."

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### **CFI Checkride** by Mirai Hashimoto

The CFI Checkride was probably one of the hardest exams I have ever taken! I started my CFI training at Pompano Beach, FL with American Flyers and my instructor Alex. We started off with the basics, the Fundamentals of Instructing. Luckily most of the materials in the FOI was review as I have taken psychology and sociology classes in the past. I'm also currently working as a lead instructor in a 400 level physiology laboratory at Penn State and am mentoring several undergraduates to teach so most of the information in the FOI was very easy for me.

For obvious reasons, the CFI must know aerodynamics and understand different principles of flight and be able to explain how to create a flight plan, read weather charts, understand how the engine works, gears, what have you - basically everything we have learned from our private pilot training and forward; but I found that the hardest part



of the CFI aeronautical lessons were to actually find a way to best teach these concepts. For instance, when talking about lift - when we were kids, most of us have stuck our hands out of the window while our parents were driving. When we change the "pitch" of our hands the hand would either raise or lower. This concept of changing the pitch of the hand can be related directly back to how an aircraft develops lift. Being able to come up with different life experiences was definitely the most difficult part of the CFI training. Also, with regards to actual flight I found myself struggling to keep away from abstract words. For instance "pull back slightly on the yoke" would translate differently in every student. When I was mock teaching my instructor Alex how to enter a slow flight, my "slightly apply back pressure" turned into an aggressive 18 degree nose up to a stall. Making a concrete visual description such as "place the nose of the airplane on the horizon" and avoiding abstract words is absolute key.

Aside from the tedious lesson plans and prepping to teach, the actual checkride went smoothly. Peggy, my examiner, mixed both FOI and aeronautical knowledge questions throughout the oral. She used my mistakes as an opportunity for FOI questions as well. For instance, I mistakenly labeled the angle of incidence and angle of attack during my teaching and she asked "having

mislabeled or teaching incorrect information could lead to ..." and the correct response would be "primacy effect". The primacy effect occurs when students will remember the first new information given to the student. No matter how many times I may correct the student over time, due to primacy effect they will remember the first definition

that I have taught them (the incorrect information) regardless of my corrections. My oral exam lasted roughly 8 hours and covered just about 80% of all aeronautical knowledge as well as several CFI endorsement questions and the new advisory circulars.

My flight exam lasted about 1.6 hours. We flew out of KMMU and flew NW till we reached almost near my usual practice area where my examiner pulled the engine all of a sudden and I had to find a place to land. Luckily there was an airport nearby which I glided myself in (4N1). I was talking a bit too much explaining how to do straight and level flight and turns as well as climbs/descents that I didn't add the local CTAF frequency into my COMM, so I did not have enough time to communicate during my emergency landing. I used my "falling behind the airplane" as a teaching experience to explain to my "student Peggy" that (1) uncontrolled airport does not require anyone to speak on the CTAF however, just because it is legal, it does not mean it is good judgment. And (2) First AVIATE, NAVIGATE, then COMMUNICATE. After we landed, we completed a short field take off to my practice area where she asked for a chandelle, 8 on pylons, slow flight, steep spiral descents and then we headed back to KMMU where she pulled the landing gear fuse on me so I had to use the hand pump (C-172RG).

The checkride itself was not particularly easy, but it is possible to pass on the first try! Going through the CFI course and studying has really increased my confidence as a pilot but also was a humbling experience. I didn't realize how much information that I had forgotten or didn't understand. Besides the perks of getting free WingX subscription as an CFI, this training has really increased my aeronautical knowledge but has really improved my piloting skills of having to be vigilant all the time. You never really know what your students will do! So always be vigilant and scan engine instruments/gauges properly - and of course RIGHT RUDDER & coordination!

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### Spin Training by Laura Baldwin

As many of you may know, I am training to become a CFI, which means I need a spin endorsement to prove that I have the ability to teach students about stall and spin recovery and avoidance. Not surprisingly, an aircraft certified to do spins is necessary for this endorsement, so on Charlie Skelton's recommendation, I drove to Westfield-Barnes airport to meet with Bob Cipolli, a physicist by trade who is also an aerobatic pilot and CFI. (check out this YouTube video of Bob displaying his prowess at an airshow: [Bob Cipolli aerobatic performance in the Staudacher S300 - YouTube](#) )

Bob is a veteran aerobatic pilot and instructor. He had me "teach" him about stalls and spins, and we used this to go over the points he likes to stress on what keeps one out of a spin. We did a thorough pre-flight of his Super Decathalon (shown at left), where Bob went over all the safety procedures (how to unbolt the door in case of serious problems, for example), as well as demonstrating how to use the parachutes we both wore. As I am not rated in tail-wheels, Bob handled the take-off and landing, while I handled everything else. It was a little strange using a stick plus the throttle along the left wall of the airplane, but I got the hang of it fairly quickly, and soon I was practicing stalls, spins, and how to recover from them. I also taught a spin recovery (it is certainly difficult to remember to instruct while you are going through procedures that – you trust – will keep you from impacting the ground that you are pointed at...). In the end Bob demonstrated a "victory



roll”, which I was tempted to try myself, but by that time my stomach was thinking it might be best to head home nicely straight and level.

All in all, the day was beautiful and the flying fun and exciting. For those of you interested, Bob not only does this spin endorsement training, but also a 3 hour “Unusual Attitudes” course that, he claims, will be the best insurance you can buy for saving yourself in the case of a true upset. Interested? Contact Bob Cipolli at (413) 265-6122 or [cipolli13@verizon.net](mailto:cipolli13@verizon.net).

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 A-OK.

**55044** has had its 50 hour. The pilot’s seat was resealed on its tracks after having somehow jumped off on one side. The seat should run smoothly – if it does not, please check that it is on the tracks properly!

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!

## AVIATION EDUCATION & NEWS –

### "Hartford IMC Club Monthly Meeting-KMMK"

Topic: Mastering The Art Of Instrument Navigation & Instrument Pilot Training Scenario Discussion  
On Tuesday, March 22, 2016 at 18:00 Eastern Daylight Time

#### Location:

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

**Select Number:**  
EA6367721

#### **Description:**

MARCH, 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. You do not want to miss our interactive meetings with new scenarios every month! We 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**

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### "Thunderstorm Hazards--Encore Presentation"

Topic: Better understand conditions required for thunderstorms; cloud types/stages; and forecasting, reporting, and detection tools.

On Friday, March 25, 2016 at 11:00 Mountain Daylight Time (10:00 PDT, 12:00 CDT, 13:00 EDT, 07:00 HST, 09:00 AKDT, 10:00 AZST, 17:00 GMT)

**Select Number:**  
CE0967888

#### **Description:**

For most, spring flying is just around the corner. So are thunderstorms. With them comes lightning, hail, strong winds (including updrafts/downdrafts), torrential rains, low visibility and even tornadoes. In tis encore presentation, let us get reacquaint you with thunderstorms. We'll help you better understand the environmental conditions required for thunderstorms; the various cloud types and development stages; and show you how to get more from all the thunderstorm

forecasting, reporting and detection tools at your disposal.

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

[Click here to view the WINGS help page](#)

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### "New England Aviation Safety Expo"

Topic: A Full Day of Safety Seminars, Safety Events, and Vendor/Manufacturer Displays

On Saturday, April 2, 2016 at 08:00 Eastern Daylight Time

#### Location:

Daniel Webster College  
20 University Drive  
Nashua, NH 03063

#### **Select Number:**

EA6567814

#### **Description:**

This year marks the Expo's 17th anniversary and will feature Earl Lawrence, Director of the FAA Unmanned Aircraft Systems Integration Office, as the keynote

speaker. We offer a full day of safety education and an opportunity to meet and speak with FAA personnel from Air Traffic Control, Flight Standards, the FAA Safety Team, Runway Safety, Airports Division, and the Aviation & Space Education Program.

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

[Click here to view the WINGS help page](#)

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**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!

What it looks like when lightning strikes an airplane...

<https://www.youtube.com/watch?v=TcX3E5uLBSE&feature=youtu.be>

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I am a big fan of the Finer Points podcast done by Jason Miller out of CA. He is a big believer in learning from other people's mistakes – such as the posting on his website here, where two Cessna decide to go flying IFR into Burlington, VT with icing in the area (ATC does a fantastic job, btw):

<http://dispatch.learnthefinerpoints.com/>



Want to fly in this winter weather? Check runway conditions with Airport Operations

before you leave home!

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**The Insider Threat presentation** held by Airport Operations in early February was attended by various Yale Aviation members. **Kathy Grant** expects it will be repeated at least semi-annually – more information to follow!

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**Robinson Aviation** is renovating, making the front sitting room a cantina, and reconfiguring the lunchroom, old coffee area and bathrooms into larger men's and women's bathrooms. Be sure to check the progress on your next visit!

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**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, [lfaldwin@aol.com](mailto:lfaldwin@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](http://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!**

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**YA MERCHANDISE!** Check out our two online “storefronts” for purchasing YA-logged 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 ([lfaldwin@aol.com](mailto:lfaldwin@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](http://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](mailto: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 15<sup>th</sup> of every month. Please let me know if you have any news, suggestions, or comments:

[YASecretary@aol.com](mailto:YASecretary@aol.com)

Laura Baldwin, Secretary