

# YALE AVIATION NEWSLETTER

January 2017

## UPCOMING EVENTS –

- ***The Millionaires' Unit - U.S. Naval Aviators in the First World War*** will be included in the Smithsonian Air and Space Museum's 2017 WW1 film festival, "Hollywood Goes to War: World War One on the Big Screen"! Not only is *TMU* the only documentary in the series, it is the only non-classic film, the others being *Wings*, *The Blue Max*, *Paths of Glory*, *All Quiet on the Western Front*, and others.

*The Millionaires' Unit* will be screening **August 11, 2017**, at both the National Air and Space Museum and the Udvar-Hazy Center at 7:00 in the Washington, D.C. area. For more information, and to reserve your free tickets starting February 24th please visit:

[National Air and Space Museum screening](#)

[Udvar-Hazy Center screening](#)

In conjunction with the festival, we will also hold gala screenings in New York City and Los Angeles at venues and dates yet to be announced.

- **IFR "Cloud Crowd"** is planning to meet sometime in the next month at Robinson. This is a completely informal opportunity to get together to share IFR experiences and knowledge as we work through an online scenario. Interested? Let Laura Baldwin ([lfaldwin@aol.com](mailto:lfaldwin@aol.com)) know!



**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 new members (some of whom were at the Annual Meeting last month): **Len Milstone, Andy Goldstein, Richard Hackley, Pat LaMarco.**

**Len Milstone:** I grew up watching small planes practice touch and goes at Tweed, and on one occasion a USAF Saber jet landed and created quite a stir. I've been on the medical school faculty for 40 years, always wanted to fly, but the time never seemed right. Recently, and at last, I received my private pilot's license through American Flight Academy in their PA-28. I look forward to improving my skills and gaining a new aerial perspective on the world around me.



Congrats to **Joel D'Angelo** on receiving his Private Pilot certificate in the new year! Below are some notes on his experience. Who will be next??!??



With my PP checkride scheduled for 1/2/17 I will admit that I spent my holiday week completely preoccupied, pouring over the FAR/AIM and trying to fly as much as I could to perfect maneuvers and landings the best I could. As Murphy's Law would predict, the day before the checkride my pattern work was not looking so great - passable, but not great. That certainly did not help me sleep the night before. The morning of my checkride (which was essentially a zero wind day - lucky me) Royal Griffin flew down to New Haven to start at 8:00 a.m. Royal is a very pleasant and calm individual which helped very much to put me at ease. In fact we spent the first 5-10 minutes of the oral exam just chatting about unexpected things I learned during my short flying career. He especially wanted to know how my solo X-C work went and what I learned from those flights. Our discussion then seamlessly transformed into ACS questions ranging from PP requirements, logbooks, aircraft systems to using my planned X-C to LEW to discuss W&B, performance charts, airspace and weather. He used real-life scenarios whenever he could to address topics. There were no surprises on this part and I felt pretty confident about everything he was asking. All-in-all the ~1.5 hour oral exam felt like a

pleasant and comfortable conversation about aviation.

Charlie was kind enough to arrange for 028 to be inside the night before so pre-flight was in the hangar. Royal was relatively quiet during pre-flight, I was ready - hoping for, actually - engine related questions but got none. The flight portion of the test was, again, very fair and had no surprises. Royal followed the ACS almost verbatim. Even when I thought I had failed because I missed my 200' mark for a short-field landing at MMK, he smiled and said, "That was a great *normal* landing, and we'll count it as that and stay in the pattern and get that short-field next time around." A few more maneuvers on our way back to HVN, a soft-field landing to a full stop, taxi back, shut down and Royal reached over shook my hand and congratulated me!

So that was it, from introductory to congratulatory handshake in a little less than four hours, and I left with a freshly printed and signed temporary certificate with mixed feelings of euphoria for all that I have learned and accomplished and a sense that all of the time, money, and frustration were finally worth it, along with a strong feeling of humbleness that I still have a ton to learn. I now have a full understanding of what it means when folks say a newly minted PPL is truly a 'license to learn.'

Recently **Akihiro Hashimoto** went to India for business. The destination was Bangalore but unfortunately his plane could not land at Bangalore airport due to fog. They diverted to Chennai International Airport, then back to Bangalore Airport. During refueling at Chennai, Akihiro got to visit the B777 cockpit and talk to the pilot.

**Laura Baldwin** is now a certified Advanced Ground Instructor.

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 AOK, being assessed this week with Fran at Total Aviation Parts, who will report on the status of certain growing cracks and corrosion. Dave and Joel are scheduled to go pick the plane up on Saturday!

**55044** is doing well, with 20 hours until its next 100 hour, at which time it will head back to Barnes for corrosion-proofing & paint touch-ups. NOTE:

1. The AI (Attitude Indicator) is acting up, sluggish to set upright. Charlie Skelton is on the hunt for a new or refurbished unit, but until then it is NOT recommended for IFR flight.
2. One NEEDS to put back the gust control after flying! Without this lock, the yoke can bang back and forth in strong winds – NOT GOOD!!!
3. We are working on mitigating a persistent leak through the door of 044. Please let Charlie Skelton know if you ever find dampness when you are doing pre-flight.

Remember: **ONLY remove the cowling when you have at least two (2) people.** Scrapes and chips can easily occur in our new paint job, and this is most probable when you try to remove the cowling with one person only!

### AVIATION EDUCATION & NEWS –

**"Alton Bay Ice Runway - Decision Making on Ice 2017"**

**On Saturday January 21, 2017 at 09:30 Eastern Standard Time (06:30 PST, 07:30 MST, 08:30 CST, 04:30 HST, 05:30 AKST, 07:30 Arizona, 14:30 GMT)**

Description:

Each winter, a unique airport in New England opens for just a short time. It is a great opportunity to try something new and challenging and experience some terrific winter flying. It also requires good Aeronautical Decision Making - Are you ready for both?

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



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.

Thank you for using <https://www.FAASafety.gov>.

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

Topic: Mastering the Art of Instrument Navigation & Instrument Training Scenario Discussion

On Tuesday, January 24, 2017 at 18:00 Eastern Standard Time

Location:

Meriden Airport

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

**Select Number:**  
EA6373139

**Description:**  
JANUARY 2017 meeting of IMC Club, Hartford chapter. HAPPY NEW YEAR PILOTS! At this meeting a new Instrument flying scenario will be presented and discussed. Through its nationwide chapters IMC Club, in association with EAA, provides organized "hangar flying" focused on building proficiency in instrument flying believing that safety and proficiency are developed through education and experience. Our Monthly meetings use real world scenarios to engage our members and allow them to share and build their own 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:

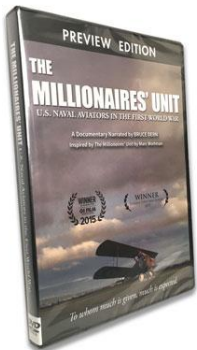
Basic Knowledge 3 - 1 Credit

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

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

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

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



### The Millionaires' Unit DVD

*The Millionaires' Unit* is now available on DVD in a "preview edition." This is the full-length film and is available at [online store](#) for \$20 plus shipping. Later this year, the Deluxe Edition will be released with supplementary films: "Flying the Sopwith Camel," "The Birth of U.S. Naval Aviation," "Killingholme: Hunting the German U-boat," and a 'making of' film on the long road to completion of *The Millionaires' Unit*. The Deluxe Edition DVD will be available in the spring.

### TWEED NEWS -



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

**Soil & ground surveys** will be completed soon for the 14-32 runway & associated taxiways. We will keep you posted for continuing developments.

**Approach updates!** There are new, lower minimums to Runway 2 ILS and GPS approaches, plus a brand new GPS runway 20 approach.

**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](mailto: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. Renewals are \$15, which we all need to do for the new year. 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!**

**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 ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) if you have any questions or have ideas for additional merchandise!



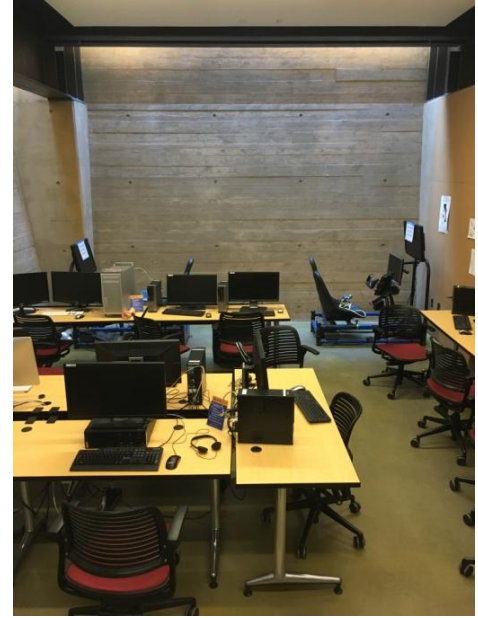
We're taking part in **Sporty's Flying Club Rebate Program** which means we will receive cash back for our club on all your purchases from Sporty's. Every time you make a regular purchase at Sporty's – either online, at 800.SPORTYS, or in their store – we will receive a 5% cash rebate, using your email 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](http://sportys.com) or call 800-SPORTYS – no special code needed.

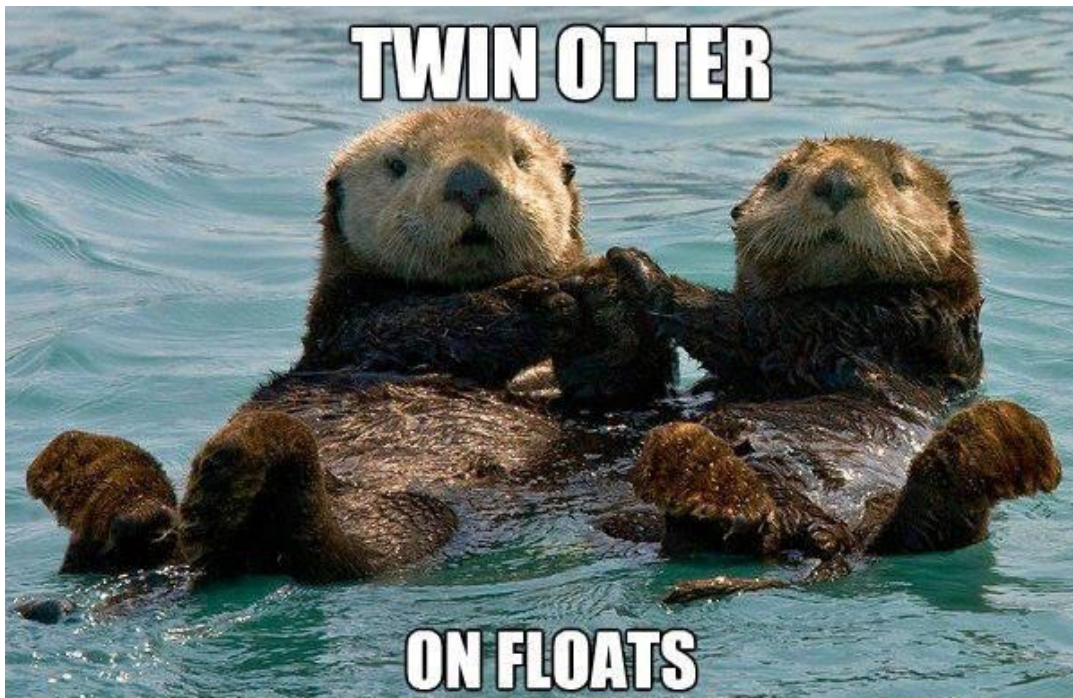
**If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!**

## SIMULATOR -

As you may have seen in previous newsletters, the simulators have moved to the Ezra Stiles/Morse College basement computer cluster. Though the simulator will now be available to authorized Yale Undergraduate Aerospace Association members as well as Ezra Stiles and Morse undergrad students, the College Office Staff at Ezra Stiles has been very generous to work with us in creating particular times that give Yale Aviation Club prioritized use of the simulator. In order to help Ezra Stiles keep their records of authorization straight, **if you wish to use the simulator, please follow the instructions in the attached form**, where you will also find the detailed info regarding rules and regulations for all simulator users. If you have any questions, feel free to email [micah@yale.edu](mailto:micah@yale.edu).



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