

YALE AVIATION NEWSLETTER

February 2017

UPCOMING EVENTS –

- **“Women Take Flight” event** at the New England Air Museum March 11, 2017, 10-4pm. The local 99s will have a booth.
- **Mory’s Hangar-Flying Social** – Thursday, March 16th, 5:30 pm. Our member & DME **Dr. Auguste Fortin** will be giving a talk on BasicMed, the new program due to go into effect in May that should allow most private pilots to fly without a class 3 medical. More info will be coming....
- **IFR Flyers** will meet again Sunday April 2, 3pm 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 in joining us? Let Mirai Hashimoto (hashimoto0514@gmail.com) know!
- **Wash & Wax** – Saturday, April 29th, 9am @ Robinson. Mark your calendars!
- **Meriden Fly-In**: May 13th - rain date May 21st.
- **HOW WE TREAT OUR AIRPLANES!** When you arrive at the airport, you should expect the aircraft to be in the following condition:
 - Tied down securely, with proper knots, taut lines, and no spare length of rope that can whip around in the wind.
 - Gust lock is in position, window closed, aircraft locked.
 - Sun visor is in position and correctly oriented.
 - ALL instruments turned off – this is particularly important for doing the hot mag check at shut-down, since an unexpected electrical surge could fry delicate equipment left on!
 - Fuel tanks topped off in winter or to the tabs in summer.
 - Interior neat & tidy, no trash.
 - For 044, the seat-back covers (those “caps” that slip over the top of the seat to prevent wear on the fabric) should be in place!

If the aircraft is not up to this standard, please let chief pilot **Charlie Skelton** (203-640-3580) know so he can improve matters. *Be sure to leave our airplanes*

secure and clean according to this list – just like YOU would like to find them!



PILOTS...

Congrats to Charlie Skelton on getting his medical back. It is wonderful to have this master CFII back on the line!

A somewhat tardy introduction of new members **Rich Hackley** and **Andy Goldstein**. Be sure to welcome them when you see them at the airport!

Rich Hackley: I learned to fly 30 years ago while living in Madison near Griswold

Airport, which closed shortly afterward. It was a great place to learn, with the paved runway being about the size of HVN's taxiway Alpha, so small airfields are no problem. I took a hiatus from the sport after my daughter was born in 2002, and learned boating, as it seemed a better family activity with young children (hanging out at the airport and throwing back a few beers while the baby naps would likely be frowned upon). Now, after a 14-year absence, I am flying again, loving it, and can't wait to take my daughter up for her first flight! An electrical engineer by profession, my long-term goal is to become IFR-rated to permit me to take jobs that are out of this area and not lose all day to driving. Thank you Yale Aviation, for allowing me to join with you in taking to the skies.

Andy Goldstein: I began flying approximately 10 years ago when a client asked me to meet him at Oxford airport. I remember thinking, "That was the coolest thing that he was able to fly from Long Island and meet me on a whim." I was so impressed. As I was leaving the airport I saw a sign that said "Learn To Fly".... I enjoy flying probably for the same reasons many of us do: I like to learn, I enjoy the thrill & sense of accomplishment... I love being part of this community, and I have made lifelong friends.



Congratulations to **Ben Baumgaertner**, who received his CFI on Jan 19, 2017. He wrote a wonderful report on the experience, a summary of which I include below.



Certified Flight Instructor: BDL FSDO, ASI: Joshua Tarkington
Thursday, January 19, 2017 – KOXC
Cessna 172RG – N833TW

I arrived at Keystone Aviation Services at KOXC at 7:10 am to organize the materials into three sections: my qualifications, airplane qualifications, and my reference material. I laid out my written test reports, pilot certificate, medical certificate, ID, logbook (with tabs for each applicable endorsement: complex, spin, practical test recommendations). Josh (my ASI) was very impressed at the organization of the material. Once he

confirmed I was eligible to take the test, we proceeded to the airplane and checked all inspections. He also wanted an AD compliance sheet which had every AD (both applicable & complied with, and those N/A) signed off. We then proceeded to talk about the Pilots Bill of Rights and what it means to me as an instructor. We discussed all possible outcomes, signed IACRA and began the oral.

Oral Exam (9:10am)

Josh allowed me to follow along in the PTS with his plan of action. We first covered the learning process and instructor responsibilities and professionalism: levels of learning, laws of learning, characteristics of learning, defense mechanisms... all right from the Aviation Instructor's Handbook (FOI). I had used flashcards for these types of lists and it worked well. Josh was very impressed, and I feel having a good knowledge base on FOI is often overlooked but sets the tone for the rest of the day. We then talked about instructor responsibilities and professionalism as more practical applications other than just spitting back what was in the book. Josh was very impressed with my knowledge of FOI, and I sincerely think that it made the oral slightly easier.

We then launched into the aviation subject areas: Aeromedical Factors (hypoxia, CO₂, classes of medical certificates, night flying), Endorsements & Certificates (Big item!), Weather (METAR, TAF, reports used, definitions), Airworthiness (ARROW, registration), spin endorsement, teach how to calculate a takeoff distance, preflight & taxiing procedures, use of radios & communicating with ATC. There were a few breaks during this time, and then Josh had me teach him the 8's on Pylons maneuver, and debriefed me on my oral (he was very impressed). He said my knowledge of topics was very in depth but that I can't know everything so it is perfectly fine to look it up. He said because it started so well with my organization and knowledge of FOI etc., he did not need to go far in depth into topics. **Take away:** know where to find everything. The more you prepare the easier it will go, especially with FOI.

Flight

This was a very unconventional flight to say the least. Weather was not as planned with OVC027 prevailing in the area. Determined to get it done, and with some cooperation from Josh, we were able to finish the flight portion.

At this point, Josh had a different tone and demeanor. During the oral he was relaxed and conversational but during the brief he became very strict and showed little emotion. There was no feedback on my performance during the flight, he remained straight faced and just observed. Throughout the flight, Josh asked what the common errors are with each maneuver we did.

Josh briefed me on the flight with no surprises: I would be PIC. He would have to take over if I was going to break a regulation or bust airspace. I was being tested on my teaching ability, not necessarily piloting ability. Granted, I did have to perform to commercial standards. Go around if you will not make your spot for landing, no penalty except for excessive go-arounds.

I walked Josh through how I would teach a preflight inspection, viewing the airplane from afar to check for obvious damage and how it is tied down/chocked. I followed checklists, and Josh asked a few questions about antennas, counterweights, access doors and vents. We got in the plane and I gave a standard safety brief. I explained what I was doing during taxi without going into too much detail and digging myself a hole. I did a thorough run-up and demonstrated a soft field takeoff with a straight out departure to a "private student." After leaving the class D and completing all checklists, Josh took the controls and had me teach him straight and level, turns, climbs and descents. Josh then determined weather was not good enough, and we flew back towards OXC to do takeoffs and landings before discontinuing the flight. We did turns around a point on the way back. I got a little far from my point due to inadequate bank and being too close on the entry but I mentioned my error and how I was going to fix it and it was satisfactory.

On downwind back at OXC, we saw very large holes in the clouds and clear skies towards HVN, so we decided to do our takeoffs and landings, then proceed there to complete the flight. I taught soft field,

demonstrated a go-around, taught short field (demonstrated to within 100' – airspeed is king!), short field take-off, forward slip, no-flap landing (with 400'), then taxi back for a southeast departure. At the southeast practice area, I climbed to about 3000ft then taught Josh how to do basic instrument climbs, turns, descents and 2 unusual attitudes with foggles on. I then taught Josh how to do a series of steep turns to the commercial level, a chandelle, and slow flight, followed by a power-off stall and demonstration of an elevator trim stall. Josh then took control and asked me to walk him through a simulated engine failure: get to best glide, go to field (considering wind), do checklist, inspect field, circle landing site. He maintained control while I calculated pivotal altitude and found points for 8s on pylons. I then took control and showed him how to do 8s on pylons.

We proceeded back to OXC and Josh quizzed me on several types of fires, door open in flight, electrical failures etc. (answer is always, refer to the checklist!). He asked me to teach him a soft field landing, which I did, and then we taxied back and he congratulated me before going inside for a debrief, printing out the temporary, signing it and shaking hands. Total flight time: 1.9 hrs.

Overall takeaways:

Josh stuck with the PTS to a tee. If there is one thing that will best prepare you for this test is to read, understand, and even memorize the PTS. I highly recommend the Oral exam guide book as well as it breaks the vast array of information into possible questions that test your understanding of the material. For me, flashcards worked well for the FOI material and performing well on that set the tone for the entire oral and, in some ways, the flight.

Stay organized. Showing your organization and how seriously you approach this checkride will display how much you probably studied as well. Come prepared and use your reference material as much as you need to. Don't guess or be doubtful, always pull up the FAR or go to the PHAK and confirm your thoughts. He knows you do not and cannot know everything.

Stay relaxed. If something starts to go on the flight, take a breath, and gently correct the issue while *explaining how you are correcting*. This shows that you are aware and can correct yourself. Keep things simple. If he does not ask to teach it to a private student, assume that he, the student, knows about the maneuver or phase of flight. The only time I explained what I was going to say on the radio this entire flight was my first call for taxi. All the other radio calls I just made without teaching.

Confidence is key! You can do it if you are confident in your knowledge and skill. I was not initially confident on the flight and the first portion I was almost shaking I was so nervous. It showed as he told me during the brief to relax, take a deep breath and continue. After performing the unexpected go around, I felt much more comfortable and my performance improved.

IFR Flyers met yesterday morning at Robinson. The group worked through a scenario involving an approach at night into Groton out over the water. How safe is this? CFII Mirai Hashimoto comments: *We all were saying that the instructors on the video were a little bit on the too cautious side. We were talking about how much experience really plays a role in risk management. Every decision we make really does have a certain level of risk but what we all came to a consensus about was that with those risks, we all need to create a high threshold, and once we get to that threshold (such as: steeper decent then desired, loud passenger noise, decreasing visibility, etc) we need to immediately make quick action and divert. At the end of the day, we all have different thresholds but establishing those thresholds has to be done ahead of time. Not while you're flying the approach.* To get an interesting view of the risk management matrix used or to join the group next time (Sunday April 2, in the afternoon this time), contact Mirai (hashimoto0514@gmail.com).

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 have been below 20 degrees at any time during the preceding 9-12 hours! *Best way to check if preheating is needed is by checking cylinder head temperature (CHT) during preflight.* It should be at LEAST 30°F. 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. TO HANGAR THE AIRPLANES, or for any pre-heating questions, contact our chief pilot, **Charlie Skelton** (203-640-3580). And be sure to tip those line guys a few dollars if they are preheating out in the cold for you for 20 minutes!

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!*

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!

32028 is AOK, but will be undergoing some major maintenance periodically during the winter/spring, including reskinning part of the left wing, patching on the right wing, and an anti-corrosion treatment.

55044 is doing well, with 10 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. Please let **Charlie Skelton** know if you have any problem with this, or any other, instrument. Meanwhile, 044 is NOT recommended for IFR flight.
2. 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.
3. 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 –

BasicMed is almost here! Use this link to check if you qualify: https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-selector-tool?utm_source=eBrief&utm_medium=Content

"Best Tricks Tips and Sites for Self Briefing"

Topic: Tricks, tips and best sites for conducting a safe self briefing.

On Tuesday, February 21, 2017 at 17:00 Pacific Standard Time (18:00 MST, 19:00 CST, 20:00 EST).

15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

Select Number: WP0173888

Description:

In this 90 minute webinar, [Delia Colvin](#), aviation weather expert, international bestselling author and 15 year veteran of Air Traffic Control will walk you through her favorite sites and tools for conducting a SAFE self briefing:

- Learn the 8 MUST CHECK points to any brief
- What hazardous weather doesn't qualify as an "Adverse Condition"
- 4 Features of 1800wxbrief you may not know about
- The proposed replacement for Area Forecast
- The best forecast tool available
- Fantastic new tools that could save your life
- Tips for assessing unforecast severe weather

[Click here to register today](#)

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
Advanced Knowledge 1 - 1 Credit

"2017 Hot Air Balloon Safety Seminar by Connecticut Lighter Than Air Balloon Society"

Topic: Regulations, Accidents, Aeronautical Decision Making, Airspace, Weather, Power Line Safety, Personal Minimums, Crew Resources.

On Saturday, February 25, 2017 at 07:30 Eastern Standard Time

Location:

Yale Divinity School
409 Prospect Street
Auditorium
New Haven, CT 06511

Select Number:
EA6373887

Description:

2017 Annual Ruth Salzberg Memorial All Day Safety Education event for Balloon Pilots and Crew members. This is an all day program for Balloon Pilots and Crew members. 8 hours of core training topics will focus on improving the safe operation of Hot Air balloons and developing skilled crew members that assist balloon pilots on every flight. Breakfast and Check-In at 7:30 AM. The sessions start at 8:00 AM and end by 6:00 PM, lunch, drinks & snacks provided. Presentations include;

- Federal Aviation Regulations - Balloons & Drones
- Maintenance and Equipment Repair
- Flight Instruction and Flight Reviews
- Aviation Meteorology - Forecasts, Fronts, Inversions and Weather Tools & Resources
- Ballooning Accident - Analysis from the NTSB files
- Aeronautical Decision Making - For Pilots and Crew members
- Airspace - Communications, Temporary Flight Restrictions & NOTAMS
- Power Line Safety - What you don't see can hurt you
- Personal Minimums - What are yours?
- Crew Discussion Panel

If you are a balloon pilot, don't miss this yearly safety seminar! Register for this event to receive WINGs Credit!

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

The sponsor for this seminar is: **FAA Safety Team and the Bradley 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 1 - 1 Credit
Basic Knowledge 3 - 1 Credit
Advanced Knowledge 2 - 1 Credit
Basic Knowledge 2 - 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!

Rod Machado has a series of interesting youtube videos on flying that can be found on his website www.becomingapilot.com. This video explains why Vx and Vy change with altitude. You mathgeeks out there will love it! <https://www.youtube.com/watch?v=Oz27FAk1qtE>



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

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. 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. **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.

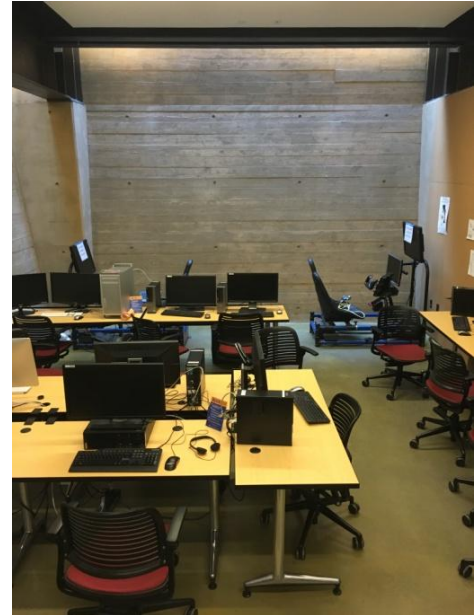
Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code needed.

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 -

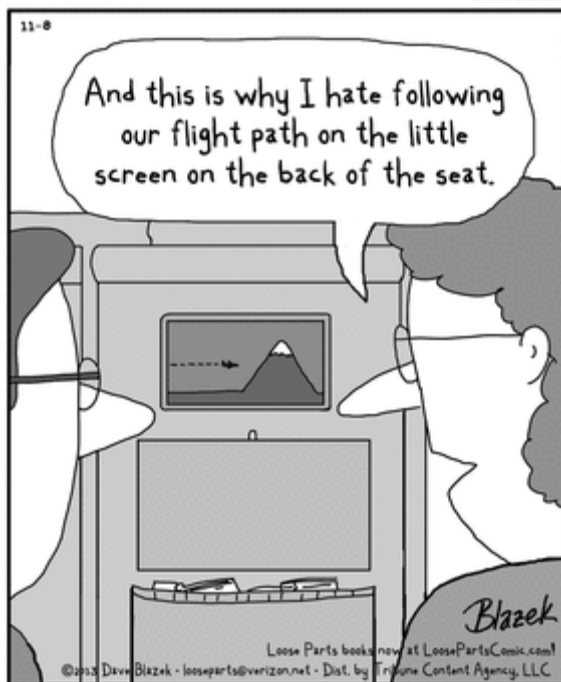
As you may have seen in previous newsletters, the simulators have moved to the Ezra Stiles/Morse College basement computer cluster. Though the simulator will now be available to authorized Yale Undergraduate Aerospace Association members as well as Ezra Stiles and Morse undergrad students, the College 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, Please fill out an authorization form you can get from Micah Luce micah@yale.edu. It includes detailed info regarding rules and regulations for all simulator users.

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.



LOOSE PARTS

DAVE BLAZEK



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