

# YALE AVIATION NEWSLETTER

April 2017

## UPCOMING EVENTS –

- **Wash & Wax – Saturday, April 29<sup>th</sup>, 9am** @ Robinson. Please RSVP to Laura Baldwin ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) so we know how much food to bring!
- **BasicMed goes into effect May 1!** 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](https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-selector-tool?utm_source=eBrief&utm_medium=Content).
- **Meriden Fly-In: May 13<sup>th</sup>, 9 am to 3 pm** - rain date May 21st. Aircraft judging, Corvette display, Remax hot air balloon, helicopter rides, food entertainment, vendors. Free admission & free parking!

## PILOTS...

**Mory's Hangar-Flying Social: Basic Med Presentation – Thursday, March 16<sup>th</sup>, 5:30 pm.** Ten of us met at the Temple Bar for drinks then went upstairs to the Captain's Room for dinner and the powerpoint presentation by our member & AME **Dr. Auguste Fortin**. **BasicMed**, the new program due to go into effect on **May 1** that should allow most private pilots to fly without a class 3 medical, is of course more complicated than one might expect at first glance. For instance, it looks like you can NOT be a safety pilot and fly on Basic Med since you



would be a required crew member and NOT a PIC (Basic Med only works for PICs). You also have to hope that your doctor is willing to sign off on a document that states he/she has determined you are medically good enough for flight. It's not clear if doctors that are not AMEs will be willing to take on that responsibility. For questions and more information, you can contact AOPA at the AOPA Pilot Information Center at 800/USA-AOPA (872-2672) Monday through Friday, 8:30 a.m. to 6 p.m. Or if you want a copy of Auguste's power point, please let him know.



**IFR Flyers met Sunday April 2, 3pm** at Robinson to discuss a scenario involving vertigo on an approach into Fitchburg and the benefits/problems of using autopilot in that situation. Mirai did a wonderful job of leading the discussion and including some additional information. At the end we discussed the possibility of using GroupMe as a way to contact those in the group you might want to fly with. Interested in joining us? Let **Mirai Hashimoto** ([hashimoto0514@gmail.com](mailto:hashimoto0514@gmail.com)) know! Our next meeting will be in the fall.



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

**Large military helicopters from Sikorsky** (H-60 variants MH-60R, UH-60M, and HH-60M for you rotor geeks) fly in our area from 1500' to 3500', doing practice approaches and flying the coast and inland towards Oxford and Meriden. Be on the lookout for these fellow aircraft!

**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, **COVER ON!**
- Sun visor is in position and correctly oriented, if no cover is in place.
- 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 avionics 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*** – just like YOU would like to find them!

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, with about 8 hours until its next 100 hour. Charlie Skelton is working on getting a third bid for the reskinning project mentioned in previous newsletters.

**55044** will go to Barnes for corrosion-proofing & paint touch-ups at some point - the weather has not been co-operating! Remember, if you use the spare oil that is kept in the baggage compartment of 044, let **Charlie Skelton** know so it can be replaced. NOTE:

1. The alternate static air has been giving lack-luster results in pre-flight testing. More on this as the situation develops.
2. The AI (Attitude Indicator) is acting up, sometimes sluggish to set upright. Please let **Charlie Skelton** know if you have any problem with this, or any other, instrument. A new AI is on order.
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.
4. Remember: **ONLY remove the cowling when you have at least two (2) people**. Scrapes and chips can easily occur, and this is most probable when you try to remove the cowling with one person only!

**Seen at Tweed:** Around 100 4<sup>th</sup> graders from Fairhaven public schools came to visit Tweed at the end of March, and **Jake White, Davis Mikhail, Laura Baldwin, and Charlie Skelton** gave them a tour of our airplanes. They were seated in pairs in the cockpit and got to experience how the yoke moves the



ailerons & stabilator, along with trying on a headset and checking out the instruments. Huge thanks to **Steve Fournier from Operations** for letting us “play” with the kids, and **David Mikhail** for taking these great pictures!





## AVIATION EDUCATION & NEWS –

The FAA has set **June 5** as the date when use of the international flight plan format, also known as the **International Civil Aviation Organization (ICAO) format**, will be required for all civil flight plans filed with flight service for flights within the National Airspace System and to Canada. Check out the AOPA video on the new system [<https://www.youtube.com/watch?v=O47m7kILYnc>], or the Leidos/Flight Service video [[https://www.youtube.com/watch?v=HICFU9\\_DaMM](https://www.youtube.com/watch?v=HICFU9_DaMM)] and tip card [[http://download.aopa.org/advocacy/0403\\_icao\\_tip\\_card.pdf?\\_ga=1.241719682.1099155037.1394801174](http://download.aopa.org/advocacy/0403_icao_tip_card.pdf?_ga=1.241719682.1099155037.1394801174)] for more information.

### "Nontowered Case Studies - What Went Wrong?"

Topic: Nontowered Case Studies: What Went Wrong?  
On Tuesday, April 18, 2017 at 19:00 Eastern Daylight Time

Location:  
Holiday Inn Hartford Downtown  
100 East River Drive  
East Hartford, CT 06108

**Select Number:**  
NR0374083

#### **Description:**

Flying at nontowered fields is a balancing act. Especially on busy days, it demands concentration, communication, sharp eyes, solid stick-and-rudder skills, and the ability to

improvise at a moment's notice. Sometimes the margin for error can be very slim.

With that in mind, ASI's new seminar turns a spotlight on real-life accidents in the nontowered environment. Together with our expert presenters, you'll play the role of accident investigator—starting at the crash scene and working backwards through physical evidence, eyewitness testimony, and other leads to figure out what went wrong, and why.

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

The sponsor for this seminar is: **AOPA Air Safety Institute**

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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### "Optimum Weather Detection Tools"

Topic: Using weather detection tools to improve certainty and safety in your briefing.

On Monday, April 24, 2017 at 15:00 Pacific Daylight Time (16:00 MDT, 17:00 CDT, 18:00 EDT, 12:00 HST, 14:00 AKDT, 15:00 Arizona, 22:00 GMT)

**Select Number:**

WP0175490

**Description:**

**The world of weather briefings is changing! How do you make sense of conflicting information on a weather brief: There's an AIRMET for IFR but numerous products disagree. Which one is right? There's a few forecasts for Gusts to 40 knots, but no AIRMET or CWA. How do you validate that?**

In this **60 minute webinar** followed by a Q&A, [Delia Colvin](#), aviation weather expert, will show you effective ways to gain certainty and safety while evaluating the information. You'll also become familiar with some fantastic new tools.

[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

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

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

Topic: Mastering the Art of Instrument Navigation and Instrument Training Scenario Discussion  
On Tuesday, April 25, 2017 at 18:00 Eastern Daylight Time

Location:

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

**Select Number:**

EA6375313

**Description:**

Please join us as we talk IFR at the April 2017 meeting of the IMC CLUB, Hartford chapter. 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 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 3 - 1 Credit  
Advanced Knowledge 2 - ½ Credit

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

Thanks, **Alark Saxena**, for this video about the Millionaire's Unit:

<http://news.yale.edu/videos/yale-goes-war-first-yale-unit>

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This is just really interesting – 24 hours of world air traffic: <http://aviationhumor.net/24-hours-of-world-air-traffic-wow/>



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### TWEED NEWS -

On the 19<sup>th</sup> of April, 10 am Operations will be running an onfield first-responder exercise required every 3 years by the

FAA. "Patients" are transported to local hospitals to be "triaged", and the emergency crew gets to experience real-time situations as they unfold and see where changes might be made to be as prepared as possible. A similar table-top exercise is done every year.

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**TSA Badges** – Need a new or renewed 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 every calendar 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** – pilots without badges will be escorted from the airport and will not be able to fly!!! Do not be that pilot – get your KHVN badge NOW!!!

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



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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.

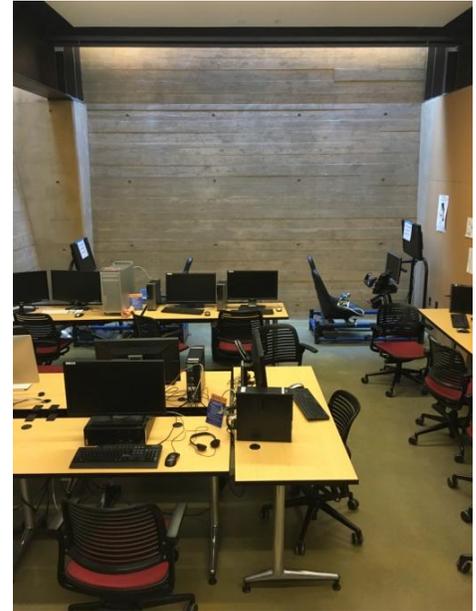
Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to [sportys.com](http://sportys.com) or call 800-SPORTYS – no special code needed.

**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, Please fill out an authorization form you can get from Micah Luce [micah@yale.edu](mailto: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](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.



## LOOSE PARTS

BY DAVE BLAZEK



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