

YALE AVIATION NEWSLETTER

August 2017

UPCOMING EVENTS –

- **Mory's Back Patio** – Thursday, Aug 17, 5:30 pm. Come hear stories of AirVenture 2017 & the new tech we may be installing in our aircraft! RSVP Jake White (jake.white@gmail.com)
- **Simsbury Fly-in** – Sunday, Sept 17, 2017. Lots of planes, lots of fun.
- **Groton Fly-in** – Oct 5-6, 2017. This is your chance to get to know AOPA up close and personal. Save the date!!!

PILOTS...

I Learned About Flying from That

I want to share a story with you, there is this pilot, let's call him Donnie Mac. While performing a preflight it became clear to the pilot that a quart of oil was needed. So he schlepped to the mechanic got a quart of oil and proceeded to remove the dipstick and put the oil in. I put the dipstick down on the ground on a towel. Oh shoot, no funnel. Do I try to take the cowling off by myself, no the Chief Pilot does not like that. Do I go get a funnel, I have a meeting I need to get to get to. Hey, my meeting is at an airport in Long Island and my friend Mike is an A&P and I know he has a funnel. Besides the oil is at 6 qts., so good to go.

Close the oil door, put the quart of oil in the back, 25 minutes to Long Island away we go. I love when a plan comes together. So I land at my destination, meet my friend and he gives me the funnel and I pop the oil door open and in the process notice a little oil around the door. An ice cold sweat starts and a lump in my throat, something is not right. My worst fear is realized, there is no dipstick. After I get my wits about me I consult my mechanic friend and tell him of my blunder. He inspect the aircraft and lifts the cowl off. Instead of finding an engine covered with oil we find a very clean and dry engine. We determine that there is still oil in the aircraft. We add the quart and he finds a cap that fits and just to be sure we fashion a back up to ensure that oil will not leak out.

I completed a thorough pre-flight and cautiously take to the air to get back home. With my eyes glued to the oil pressure gauge. An uneventful landing and taxi back to the ramp. Low and behold there is the missing dipstick right where I left it. I replaced the dipstick after cleaning it and verified still plenty of oil. I found the mechanic on duty and told him about my misadventure. Unlike a loose fuel cap a missing dipstick will not cause the oil to be sucked overboard. He was quite happy that the dipstick was found so he did not have to order another one. He checked the plane over and all was well.

Things I learned from this event

1. It is easy to get distracted, take the extra minute or two to make sure you have completed all the tasks
2. Getting to a meeting on time (Get there itis) is not nearly as important as staying focused on the task at hand.
3. Look at each flight as a learning opportunity. I have never completed a flight that there was not one thing I could have done better.

Donnie Mac

Don MacMillan, EMT-P, PA-C
Coordinator of Flight Operations

SkyHealth
300 George Street, RM 455
New Haven, CT 06510

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

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. The pictures at right are NOT acceptable tie-downs!!!! Please ask if you need a demo or some practice in this vital area for airplane security.
- 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.

In addition, there is a drop box to the right of the doors to the hangar nearest the FBO entrance from the ramp. This is where you can leave airplane keys if you return to the airport after Robinson has closed. PLEASE be considerate of your fellow aviators.

Any questions? Please give **Charlie Skelton** a call and he can go over both dropbox use and what constitutes a callout!

32028 has a new turn & bank coordinator AND a new tow bar! It is 6 hours until its next 50 hour (oil change) inspection.

55044 has just had its 100 hour inspection, and is/has/will be heading to Canada for a visit. The right front seat is wearing out, and will be replaced in the near future, fyi.



ALSO NOTE:

1. The alternate static air has been giving lack-luster results in pre-flight testing. Extensive testing has resulted in the determination that all is ok, even without the often-seen jump in VSI indication when the cock is opened.
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, and this is most probable when you try to remove the cowling with one person only!

AVIATION EDUCATION & NEWS –

The FAA has delayed until the fall 2017 to implement use of the international flight plan format, also known as the **International Civil Aviation Organization (ICAO) format**.

FAA Sources for Temporary Restricted Area (TRA) Information

Notice Number: NOTC7310

The FAA will soon begin limited use of a Temporary Restricted Area (TRA) in certain areas when the types of operation(s) to be conducted there require a TRA. The flight rules that apply to a TRA are the same as a Restricted Area (RA). The best FAA resources to view any TRAs upcoming or active are the FAA Special Use Airspace (SUA) website and the Notices to Airmen Publication (NTAP). Please use the following links to access these resources before a flight:

<https://sua.faa.gov>

www.faa.gov/air_traffic/publications/notices/

For questions or more information contact:
Scott Rosenbloom
Phone: 202-267-3783
Email: scott.rosenbloom@faa.gov

**"31 Things You Can Do (DATE CHANGE)"
On Wednesday August 30, 2017 at 19:00 Eastern**

Daylight Time (16:00 PDT, 17:00 MDT, 18:00 CDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

Description:

Do you, as a pilot, perform maintenance on your aircraft? If so, are you aware of just what you can and can't do? This webinar is a review of the requirements in 14 CFR Part 43. We will cover what maintenance you can perform, whether you need oversight, and how to document it correctly. Our speaker, Craig Johnston has been working as an A&P for several years and is also a Certified Flight Instructor.

Please register for 31 Things You Can Do on Aug 2, 2017 7:00 PM EDT at:

<https://attendee.gotowebinar.com/register/1275849487117543425>

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

The FAA Safety Team (FAASafetyTeam) 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>.

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

A link to NASA's coverage of next week's solar eclipse:

[NASA - Total Solar Eclipse of 2017 Aug 21](#)

TWEED NEWS -



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). 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. **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) 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 concerned about access to the public at large (including Yale Aviation members). This is an evolving situation that may require another move of our simulators to an area more publically accessible.

In the meanwhile, anyone needing simulator access should e-mail **Ty Kamp** (tahia.kamp@yale.edu) the alphanumeric code on the back of their Yale IDs. Those without Yale IDs need to enter with Charlie, who can arrange access.

Frazz by Jef Mallett



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