

YALE AVIATION NEWSLETTER

March 2018

UPCOMING EVENTS –

- **March 24** – Simulator Open House, 9-11 am. **Jake White** will be setting up some scenarios – maybe with weather, maybe an instrument will fail – but mostly this will be a fun way to get to know the simulator. Bring your iPad, and you can practice using our new GTN650 via the trainer app!
- **Board Meeting – April 26**, Robinson, 6 pm.
- **May 5** – Cloud Crowd meeting, details to follow.
- **May 12** – KMMK Fly-In, 9 – 3 pm.
- **May 17, 5:30 pm** – Mory's Hangar Talk: **Ken Gray**, FBI retired, will be our guest to speak on drones. More details to follow.

PILOTS...

Welcome to new affiliate member **Elliot Britton**: I grew up going to the San Carlos aviation museum every weekend, and from my love of flying simulators there, began flight training. I earned my Private Pilot's license in the summer of 2017, and have since enjoyed exploring California. I am looking forward to meeting the club, becoming a member, learning about Connecticut airspace (and weather!) and honing my skills while I pursue my undergrad studies at Yale.



Wash, Wax and GPS Presentation: Saturday, Feb 24

We had over a dozen hardy souls help us get the dirt off 55044 and wax it up to a lovely shine. As you may recall, 55044 was out of town for the fall Wash & Wax. The estimates vary as to how much lighter the airplane is now...



Donnie Mac getting off the real grime on the underside!



Akihiro Hashimoto also doing the underside.



Look how shiny!

After cleaning things up, affiliate member **Jack Rose** gave a presentation on the use of our new Garmin GTN650 GPS, introducing the buttons, giving tips and tricks (ie, monitoring ATIS in the STBY position of Comm 1), demonstrating how to change certain settings (like Track Up vs North) then showing how all this goes together

on a flight to KBID and back. He did this by mirroring his iPad running the GTN trainer – and the audience got to follow along on their iPads. Although there is a lot to learn, much of it is intuitive, and the interactive screen makes it much easier to use than the traditional Garmins. Our thanks go to Jack for taking the time to prepare and give us this presentation!!!





L to R: Jake White, Hank Galpin, Larry Manley, Raj, Charlie Skelton & Jack Rose

At the end of Jack's presentation, folks got the chance to chat with former YA president **Hank Galpin**, who was in New Haven for the weekend. You can read Hank's excellent history of Yale Aviation in the 1960s (when it was reorganized by **Fred Smith**) online at our website!



The Flying Gourmet Challenge!

Click the logo to get the Flying Gourmet Challenge's Facebook Page, where the challenge will run until May 31, 2018. Visit each of 8 restaurants, getting a sticker at each, submit the completed card by Jun 5, and get a t-shirt! There's also a drawing for a prize for those who finish. For more details visit the FaceBook page.. This year's restaurants are listed at the right.

[The Flight Deck - EEN](#)
[Mid-Field Cafe - ASH](#)
[Nancy's Airfield Cafe - 6B6](#)
[Papp's Bar and Grill - BAF](#)
[121 Restaurant - OXC](#)
[Hangar B Eatery - CQX](#)
[Cafe 511 - GON](#)
[The Flying Monkey Grill and Bar - HFD](#)

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!**

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! One way to check if preheating is needed is by checking cylinder head temperature (CHT) during preflight. It should be at LEAST 30°F. Remember that NO ONE should be inside the airplane when it is being preheated. Check out the CO monitor – it will go black!

Light de-icing takes place outside: 15 minutes with the tail of the airplane into the sun, followed by 5-10 minutes with the front of the wings into the sun should do the trick. Excessive melted water can be wiped off the wings, but it is best to just let water blow off once the aircraft is in the air. **NEVER scrape frost off the windshield**, or the wings for that matter – there is dirt in that frozen water, and it will cloud the Plexiglas & scrape the paint. If there is heavy frost, de-icing will require the hangar for a meltdown. **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!*

ADS-B IN OUR AIRPLANES

N55044 received its ADS-B in January, and members are beginning to fly using this new equipment. **Those flying 55044 need to get additional training to become practiced in using the new GTN650, especially before IFR flight!**

For VFR flight: you will need some basic training, which can be given by a YA CFI during a 90-day, Flight Review or basic YA checkout. We trust that our members will use good judgment to be sure they are adequately familiar with this new technology for a simple VFR flying.

For IFR flight: we will be requiring a sign-off by one of our YA CFIs to ensure that all the ins & outs of flight planning, approach loading, and validity of use of the GPS as a navigational tool are practiced and understood.

Below are some online resources so you can use to become familiar with the equipment:

- GTN 650 Features Overview (Aircraft Spruce) -- https://www.youtube.com/watch?v=VPke-jhp_8o
- GTN Trainer App -- <https://itunes.apple.com/us/app/garmin-gtn-trainer/id479670018?mt=8&ign-mpt=uo%3D8>

In addition, Robinson has an external power source one can use to power up our GTN for practice. We have manuals and reference guides on our website, and plan on formulating a syllabus for both VFR and IFR use of this equipment. The checklist for 55044 is also being updated to include checks that should be made as the GPS unit powers up.



removed after your flight.

Any comments or questions, please contact **Charlie Skelton, Laura Baldwin, or Akihiro Hashimoto.**

HOW WE TREAT OUR AIRPLANES! When you arrive at the airport, you should expect the aircraft to be in the following condition:

- **TAKE OUT THE TRASH!** Please be sure any spare paper, charts, etc are



- **CAREFUL WITH THE BRAKES!!** We have had 5 tire changes in the last year, with “flat spots” often seen on the tires of both airplanes. This is most commonly caused by landing while holding the brakes or braking too hard to make the first turn off the runway. PLEASE, be kind to the tires, and watch how you are using the brakes.
- **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!**
- ALL instruments turned off –*particularly important for doing the hot mag check at shut-down*, since an unexpected electrical surge could fry delicate avionics equipment left on!
- 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 been at AreoDesign @ KBAF since late January, having cracks repaired and inspection panels installed in compliance with the recent AD as it starts its corrosion program. This work is still being done - we expect 32028 back online by mid-March.

55044 has had many of its pop-out style circuit breakers replaced with the pull-out variety. In addition, the Hobbs meter was replaced due to malfunction. Based on 23028’s experience, we must be vigilant at keeping water out. **Please, always use the airplane cover, as this will really help!**



ALSO NOTE:

1. If you note something at ANY time during your flight that seems out of the ordinary, **PLEASE call or text our Chief Pilot, Charlie Skelton**. He can't fix what he doesn't know about! Our recent Hobbs meter issue is a case in point...
2. 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 –

"Best Tips Tricks and Sites for Self-Briefing"

Topic: Tricks, Tips and Best Sites for Conducting a Safe Self Briefing.

On Wednesday, March 14, 2018 at 15:30 Pacific Daylight Time (16:30 MDT, 17:30 CDT, 18:30 EDT, 12:30 HST, 14:30 AKDT, 15:30 Arizona, 22:30 GMT)

Select Number:

WP0181382

Description:

In this webinar, aviation weather expert Delia will discuss the great new tools to identify potentially hazardous weather.

- What is a "Legal" Briefing?
- 4 Features of 1800wxbrief you may not know about
- The GFA – Graphical Forecast for aviation
- 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

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

Flight Advisory- Washington DC FRZ- Flight Plan Filing Change

Notice Number: NOTC7641

FLIGHT ADVISORY

Washington DC Flight Restricted Zone (FRZ)

Flight Plan Filing Change

For more information, follow link below:

<https://www.faa.gov/files/notices/2018/Feb/Z DC FDU ADVISORY.pdf>

The [change](#) comes as the FAA shifts responsibility for DC FRZ flight plans from flight service provider Leidos to Washington Center's Flight Data Unit. At that time, pilots must call 703-771-3476 to file all DC FRZ flight plans, the FAA announced. No DC FRZ flight plans will be accepted online.

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

If you are intrigued by electrical systems, check out this interactive aviation electrical system of a Cessna 172S created by University of North Dakota:

<http://media.avit.und.edu/c172sElectrical/index.html>

TWEED NEWS -



Diane Jackson, Tweed's Airport Manager, has taken a new position and is moving to Florida.

Tweed's Annual Tabletop Exercise, where the various emergency teams (EMT, hospital, TSA, etc) talk through a scenario to discuss their coordinated responses, will take

place March 23, 10 am.

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, and at least one **NEEDS TO BE PASSPORT, SOCIAL SECURITY CARD OR BIRTH CERTIFICATE**. **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 ONLINE, 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 -

The simulator has been moved to a new, improved, and easily accessible location! It now lives in the “Hangar” of the Yale AFROTC suite. The address for the simulator is 55 Whitney Avenue, Suite 450, 4th floor.

Here are a few basic instructions on the simulator’s use:

1. Turn on the desktop, found on the floor under the screen.
2. Using the keyboard, right-click on the “Flight Sim” icon.



3. Once the program starts up, you will need to reset it (it starts with an F#% at full throttles at Islip).
4. From the top left of the screen, click on “load” for menus, for example “KHAVN C172”.
5. Click on the “Views” menu to alter what you see on the screen:
 - a. Landing (no switches at the bottom, so maximum outside view)
 - b. IFR (only the panel – no outside view)
 - c. Normal (some switches along the bottom of the screen, some outside view)
6. To create a special scenario, on the “World” menu:

- a. Click on “airport” to choose your airport
 - b. Click “Map” to choose a spot via latitude and longitude
 - c. Click on “Weather” to choose the conditions you want to fly in (rain, wind speed, direction, visibility, etc.
7. To close down the sim, click “exit” on flight simulator, then do a normal Windows 7 shutdown.

Tips:

- You will need to fly by the numbers, as the sim has minimal feel in the yoke.
- Be sure to use trim!
- Keep your toes on the bottom of the rudder pedals to prevent applying the brakes by mistake.
- Using “Num Lock”, then tapping SHIFT 5 will change the view from IFR to Landing.
- The “hat” on the left handle of the yoke will shift your screen’s view around the airplane, from front, to side, to back.



For those with Yale Net IDs that would like to gain access to the building and the simulator, send an email to Micah@yale.edu with your name and Yale Net ID. He will work with the AFROTC team to give you access.

If you do *not* have a Yale Net ID, you will need to gain access to the sim through **Charlie Skelton** or another club member with access. YA has priority over use of the sim, so feel free to use it even if cadets are there when you arrive.



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