

YALE AVIATION NEWSLETTER

February 2019

UPCOMING EVENTS –

- We are planning flyouts for the next few months – one will be **Alton Bay Ice Runway!** If you are interested this weekend, contact **August Fortin** (Saturday, Feb 16, auguste.fortin@yale.edu) or **Joel D’Angelo** (Sunday, Feb 17, dangelojoel@gmail.com).

PILOTS...

Congratulations to our own Charles Skelton for being a first place winner of one of the Paul & Fran Burger WINGS Sweepstakes Awards for 2018!

Awards went to selected participating CFIs with membership in the National Association of Flight Instructors (NAFI) or the Society for Aviation and Safety Educators (SAFE) “who assist their clients to earn a phase of Wings at the Flight Review,” and to selected pilots who complete a Wings program phase, “whether Basic, Advanced or Master.” The 2019 **sweepstakes** is open to all pilots and CFIs to encourage participation in the FAA educational program aimed at reducing GA accidents. The entry deadline is Dec. 31, 2019, for a chance at four prizes of \$1,500, four prizes of \$750, and two prizes of \$500.



Fly-out to Alton Bay Ice Runway...or...Chatham, Cape Cod *A tale of good aeronautical decision making, by Joel D’Angelo*

A group of four of us has been planning to fly out to the Alton Bay ice runway (B18) for several months. Having never landed on ice before we collectively did our research and watched countless hours of videos and webinars about landing on the 3000’ x 100’ strip of cleared ice on Lake Winnepesaukee. Some of those videos ended with ground loops and airplanes skidding into snow banks. The day came and conditions were marginal at best, but the runway was open and reporting slick conditions. Ceilings were reporting at about 2900’ or less in the area with a stationary front keeping those conditions sitting throughout the day. However, the four of us were committed to land on this small slip of frozen water. We sat in the conference room discussing the conditions, using every electronic means available and paper sectionals finding ways to either will the conditions to improve or safely fly under the decreasing ceilings and over the increasing terrain. Updated briefings for the route indicted ceilings were actually decreasing along the route and now freezing levels and icing started to become a real concern. When our conversation started to compare ceiling levels with terrain elevations and the difference of the two were a mere 100s of feet, we collectively realized that good aeronautical decision

making must prevail - we have to abandon our hopes to get to Alton Bay Ice Runway...at least for that day.

Conditions along the shoreline were forecasted to remain VFR throughout the day, so we set our sights



on Chatham, MA (CQX). Auguste and I set off in 044 while Laura and Akihiro flew 028. After about an hour and half of an uneventful VFR flight we landed on runway 06 at CQX. Of course, August and I flew 044 out at about 2300 rpm so that 028 could keep pace [*Ed. note: we were doing our best to use medium-high power!*]. While sharing a great breakfast together at Hangar B Eatery our decision of the morning was further confirmed as we found out that during our safe VFR flight to CQX the conditions for the northern route had deteriorated even more.

After a delicious brunch, we switched PIC positions, flew direct to KHVN and landed uneventfully on 20. The flight portion of this fly-out was, of course, a great experience and fun. However, the real learning experience (at least for me) came from the collective and collaborative pre-flight discussion and decision-making we did to ensure a safe and fun flight would be had by all.

The destinations' of last two fly-outs planned, the first a few months ago planned to Vermont and this one to Alton Bay, were both changed the morning of the flight due to conditions. The first ended up going to MVY, and this one to CQX. Next time I think I will plan a 'Mystery location Fly-out' for a certain date and make the collective decision the morning of the flight!

2018-2019 New England Flying Gourmet Challenge

You have until May 31, 2019 to eat at the participating restaurants, or take fuel from the participating FBOs, listed below. Be sure to mention you are a pilot and scan the QR code to get credit. Post a picture on Facebook! A wonderful way to encourage winter flying and support New England airports!!

Participating Locations

1B9 - Hangar 12

3B0 - Red Baron Diner

63B – Runway Restaurant

6B6 - Nancy's Airfield Cafe
- Stow Aviation (FBO)

7B3 – The Airfield Cafe

ASH - MidField Cafe

- Infinity Aviation (FBO)

BAF - 'Sok's Runway

CQX - Hangar B Eatery

- Cape Cod Flying Service
(FBO)

EEN - The Flight Deck

- The Dinner Table

EWB - Airport Grille

- Sandpiper Air (FBO)

FOK – The Apron Cafe

GON - Cafe 511
- Mystic Jet Center (FBO)

HFD - The Flying Monkey
LEW – Mike’s Runway Restaurant
LWM - Dominic's Diner
MVY – Plane View Restaurant
ORE - White Cloud Restaurant
OXC - 121 Restaurant
- Atlantic Aviation (FBO)
PYM – Kevin’s Clubhouse
- Plymouth Airport (FBO)
SFM – Cockpit Cafe

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

General fact & figures:

- In January our planes flew 6.6 hrs (5 flights in 32028) and 9.4 hrs (7 flights in 55044).
- Our ELTs with 121.5 can no longer be supported, and we will need to switch to 406 Mhz at a cost of \$600/airplane.
- Robinson is now charging \$25 to preheat the airplanes. Best money you can invest in your safe flight!
- Without a VOR on the airport, it can be hard to legally fly IFR in our airplanes. Every 30 days we need to do a VOR accuracy check, which is recorded in a logbook in the front right pocket (by the door). Akihiro Hashimoto has put together a sheet on how to do this check – please be sure to help out when you can!

32028 has 7 more hours of break-in for its new cylinder. Remember - only mineral oil (in a BLACK container) is used and the engine is NOT subjected to undo stress (**NO** touch & goes, slow flight, stalls, glides, etc). Best will be planning 30 min cross-country flying with medium-high power. **THE INSTRUCTIONS FOR BREAK-IN ARE WITH THE KEY!** In other news, 028 has also got a new CO detector, pictured at right.

We still have no decision on ADS-B solutions for 028. Those with opinions are encouraged to contact President Jake White jake.white@gmail.com.

55044 is AOK.

ALSO NOTE:

1. We must be vigilant at keeping water out. **Please, always use the airplane cover when you know it will be raining, as this will really help!** If the weather is sunny or it is summertime, then **having the cover off** is preferred. When in doubt, ask Charlie!
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!
3. The seat-back covers (those “caps” that slip over the top of the seat to prevent wear on the fabric) should be in place when you leave the airplane!





First Honda jet at KHVN

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!*

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

- **TAKE OUT THE TRASH!** Please be sure any spare paper, charts, etc are removed after your flight.
- **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.** 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 (both baggage compartment AND door), 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!

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.

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!



AVIATION EDUCATION & NEWS -

EAA has a full archive of webinars you can watch while waiting for the weather to warm up or calm down. Check out your favorite online instructor or expert! You can also register to attend in real time, where you can ask questions of these pros. Try it out at <https://www.eaa.org/ea/news-and-publications/ea-webinars>

"Speed to Fly Theory - What Is It and Why Should I Care?"

Topic: An introduction to SPEED TO FLY theory
On Tuesday, February 19, 2019 at 20:00 Eastern Standard Time (17:00 PST, 18:00 MST, 19:00 CST, 15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

Select Number:

EA6189019

Description:

While on glide, a pilot's two most important performance-related decisions are how fast to fly and in what direction. This webinar discusses the former. Toward that end, it discusses classic MacCready speed-to-fly (STF) theory, how to use your STF-capable flight computer, when to temper or even ignore STF theory, and final glide. Even the best pilots never know for sure (till perhaps after they've landed) whether they were flying the optimum speed at any given time!

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

"Hartford IMC Club Monthly Meeting at KMMK"

Topic: Mastering the Art of Instrument Navigation and Instrument Training. (Scenarios and Discussion)
On Tuesday, February 26, 2019 at 18:00 Eastern Standard Time

Location:

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

Select Number:

EA6388880

Description:

Let's hope for decent weather and no ice! You are invited to the February, 2019 meeting of the IMC Club, (Hartford Chapter). Keeping IFR skills sharp is important all year, even in middle of winter. At this meeting a new instrument flying scenario will be presented and discussed along with the Question of the month.

The IMC Club, through its nationwide chapters, and in association with the EAA, provides organized "hangar flying" which is focused on building proficiency in instrument flying. We believe that safety and proficiency develops through education and experience. Our monthly meetings use real world scenarios to engage our members, and allow them to share and build upon their own experiences. 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

"Owner Maintenance What You Can and Cannot Do"

Topic: Ownwer/operator performed maintenance.

On Tuesday, February 26, 2019 at 18:00 Eastern Standard Time (15:00 PST, 16:00 MST, 17:00 CST, 13:00 HST, 14:00 AKST, 16:00 Arizona, 23:00 GMT)

Select Number:

EA6589112

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 FAR Part 91. We will cover exactly what maintenance you can perform, whether you need oversight, and how to document it correctly. Our speaker, Tim Haley, is the FAA FAASTeam Program Manager in Greensboro, NC. Come learn from a pro.

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

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

Flying Colorado Mountain Weather, by Margaret W. Lamb. You may not be flying in Colorado, but this book on flying mountain weather is an instructive lesson in clouds, cloud formation, and how to treat weather with respect. And it has great pictures!
<http://nighthawkpress.com/titles/flying-colorado-mountain-weather/>

TWEED NEWS -



New Haven has a flight school at Robinson: HVN Aviation.
Check it out at <http://www.hvnac.com/> or call 203-648-4870.

Shoreline Aviation has been purchased by Cape Air and will expand service in the Cape and Islands.

At the direction of the FAA, all markings will be removed from Rnwy 14/32 so as to prevent pilots from thinking it is an open runway.

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 \$50 (cash or check made out to "HVN") and have your new badge issued.

Renewals are \$30, which we all need to do every other 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**. In lieu of attending training next year a renewal packet will be sent out and must be returned - an FAA requirement. Members will be asked to ensure that we have a valid mailing address and that they complete the form. If someone isn't compliant their badge will be disabled, and they will have to attend a training class to have it re-enabled and usable.

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-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 take 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.

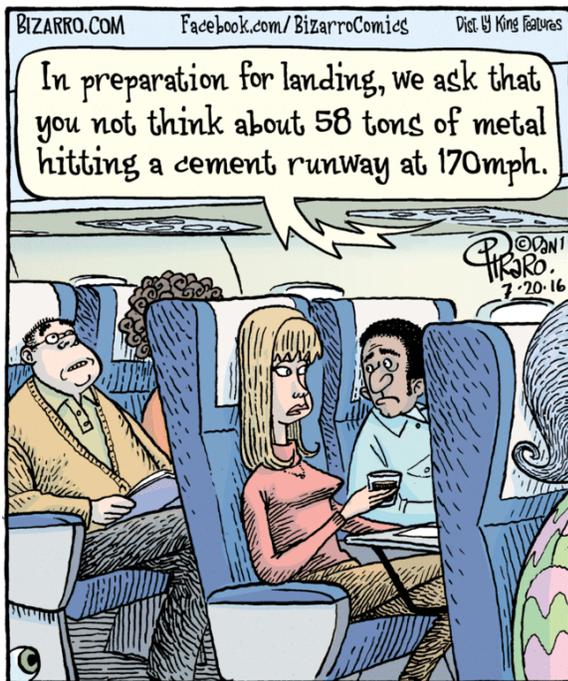
Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code needed.

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 now lives in the "Hangar" of the Yale AFROTC suite. The address for the simulator is 55 Whitney Avenue, Suite 450, 4th floor.

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