

YALE AVIATION NEWSLETTER

March 2019

UPCOMING EVENTS –

- **Wash & Wax** – Saturday, April 27, 9am to noon. Come help us get ready for spring flying with clean airplanes!
- Interested in fly-outs? Contact **Joel D'Angelo** (dangelojoel@gmail.com).

YA moving to Flight Circle

With thanks for many years of steadfast service to our Treasurer, Billing Officer, Scheduling Officer, as well as our bookkeeper, YA is setting free our lovingly crafted billing systems, as well as Flight Schedule Pro.

After months of research and testing of a variety of membership, billing, and scheduling systems, the board has selected Flight Circle (<http://flightcircle.com>) to provide YA scheduling, billing and membership services. The benefits of Flight Circle are numerous for both YA officers and members.

Highlights of Flight Circle's features include: online aircraft and instructor scheduling with optional "backup" booking; advance email or SMS notifications of reservations; universal visibility to aircraft status including upcoming maintenance; self-managed dispatch and check-in of aircraft in real time, even from the aircraft; self-managed secure credit or debit card payments in which only the card processor has your information; aircraft maintenance-needs tracking; as well as support for traditional account-based billing. All of these tools are available from both desktop and mobile devices.

The YA Flight Circle implementation team is being led by **Josh Snow** (thanks for volunteering!) and will proceed next with a "conference room pilot", in which the team will exercise all the steps associated with ongoing YA operations including the monthly billing cycle, and will finalize our procedures and policies.

During the subsequent transition process, expected to take place next month, the team will share specific step-by-step instructions on how to use Flight Circle for all common YA procedures.

The board would like to thank **Josh Snow, Akihiro Hashimoto, Chris Smarz** and everyone else who has helped make this transition happen -- it is a huge step forward for YA that we believe will benefit us all.

PILOTS...

After 3+ weeks of intensive work in Florida, **Laura Baldwin** is a CFI!

We bid a fond farewell to **Stephan Simon**, who will be returning to Germany at the end of the month.



Bucket List: Alton Bay

By Auguste Fortin

Landing at Alton Bay Ice Runway (B18), the only FAA approved ice runway in the lower 48, has been on my bucket list for years but work and weather have prevented me from checking it off. As recently as two weeks ago, our club outing was to have been to Alton Bay, but we ended up going to Chatham because of some



prudent decision-making and personal limits in the face of very sub-optimal weather (see Joel D'Angelo's recent account). Fate smiled on us two weeks later, finally gifting us with a perfect day to fly North.

Alton Bay had been closed on February 15 due to snow, but the information line voicemail had good news on Saturday morning, announcing the runway open with ½" of snow on the surface to provide some traction but promising closure if the quartering crosswind exceeded 12 knots. We (Auguste Fortin and Alastair Loh, a Junior at Benjamin Franklin College and YA member, who previously flew in the Singapore Air Force) took off in 55044 at 11:22AM in clear skies and a quartering headwind. We filed and flew at 3000 feet to minimize the headwind component and to keep clear of predicted ceilings below 4000 feet in New Hampshire. To avoid BDL's class C airspace and have some back-up in case the Garmin GTN 650 acted up, we flew VOR to VOR, entering HFD, GDM and CON as waypoints. This added only 3 or 4 miles compared with direct routing. Moderate turbulence below 18,000 feet was forecast, but we experienced only occasional light turbulence en route as we crossed the snow line and enjoyed the classic New England winter landscape unfolding before us. Mighty Mount Monadnock served as sentinel ahead and to our left as we soldiered northeastward.

The terrain rose and the White Mountains loomed larger to the north as we approached B18. Several arriving and departing aircraft, including a Lake, a Maule and an Icon, kept the Unicom frequency (122.8) busy (not to mention all the other chatter on

the shared frequency from aircraft at airports such as Minuteman and Block Island). Eyes out of the cockpit (with glances at the Garmin) were key to safety. Ice houses, snowmobiles, trucks, ATVs and planes peppered the lake surface. Although it is an uncontrolled runway, officials from New Hampshire DOT were on the radio, helping to coordinate traffic and advising that runway 1 was in use. We overflowed the runway 1000 ft over TPA and entered a left downwind that felt tighter than normal because of the rising terrain to the west. Approach and landing were surprisingly straightforward but required disciplined speed control on short final and authoritative use of rudder to keep on the centerline after touchdown. We rolled out straight ahead until we were nearly stopped before gently turning onto the taxiway, to minimize skidding. We were directed to our parking spot and the helpful line crew pushed the plane back to maximize space on the apron. DOT staff gave me a certificate and a commemorative poker chip to mark the landing.

Alastair and I had a tasty lunch at Shibley's at the Pier, with a great view of the runway ops. A couple of pilots got to count 2 or 3 landings as they bounced down the runway, but nothing more dramatic happened during our meal. When it was our turn to leave, I noticed all the sightseers lining the runway, watching the comings and goings. "Please don't make me the subject of a YouTube video" I prayed as we readied the plane (Google "Alton Bay Ice Runway Accidents" for a sobering collection of mishaps). The runup had to be done at only 1500 rpm because the tires slid with any more thrust—again, eyes out of the cockpit! We did a soft field take off, with plenty of right rudder to keep us on the centerline and away from the snowbanks, and handily avoided being the subjects of a news story.



We benefitted on the trip home from a slight tailwind and beautiful light with minimal turbulence near mountains and ridges. We arrived at HVN by 4pm and, as we tied the bird down, Alastair and I reflected on the satisfaction of checking not one but two things off the bucket list: successfully landing -- and safely taking off! -- from Alton Bay Ice Runway.

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

32028 has completed its cylinder break-in! 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!

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>

"Intro to Weather Briefings - Weather Briefing 1"

Topic: Analyze the weather on your route to make safe decisions—and in only 10-15 minutes!

On Sunday, March 17, 2019 at 08:00 Pacific Daylight Time (09:00 MDT, 10:00 CDT, 11:00 EDT, 05:00 HST, 07:00 AKDT, 08:00 Arizona, 15:00 GMT)

Select Number:

WP0189466

Description:

Weather is the most lethal of all major causes of aviation accidents.

In this 90 minute webinar, Delia will show you how to meet the FAA briefing requirements

while ALSO developing skills that will allow you to make better decisions regarding flight.

- Learn the 6 elements you MUST CHECK in any brief
- How to significantly reduce the mountain of needless data
- How to use (and the value of) the new graphical forecast for aviation
- When severe weather doesn't qualify as an adverse condition

Plus we'll walk through a standard weather brief, followed by Q&A

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime. Look for the "unsubscribe" link at the bottom of each email.

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

"Hartford IMC Club Monthly Meeting at KMMK"

Topic: Mastering the Art of Instrument Navigation and Instrument Training. (Scenarios and Discussion)

On Tuesday, March 26, 2019 at 18:00 Eastern Daylight Time

Location:

Meriden Airport

213 Evansville Ave

Meeting Room, Airport Terminal

Meriden, CT 06450

Select Number:

EA6390806

Description:

It's SPRING, finally! You are invited to the MARCH, 2019, meeting of the IMC Club, Hartford Chapter. Even when the spring winds are blowing, IFR skills are year-round. At this meeting, a new instrument flying scenario will be presented and discussed. Through its nationwide chapters, the IMC Club, 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

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



Ever wish you could take a more objective view of your go/no-go decisions? Try this FRAT (Flight Risk Assessment Tool) app!
<https://itunes.apple.com/us/app/flight-risk-assessment-tool/id1080401103?mt=8>

TWEED NEWS -



Kathy Grant has left Tweed operations, and **Alicia Seremet** will be taking over her TSA badging duties.

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 **ALICIA SEREMET** (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-logoed merchandise! One is 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.

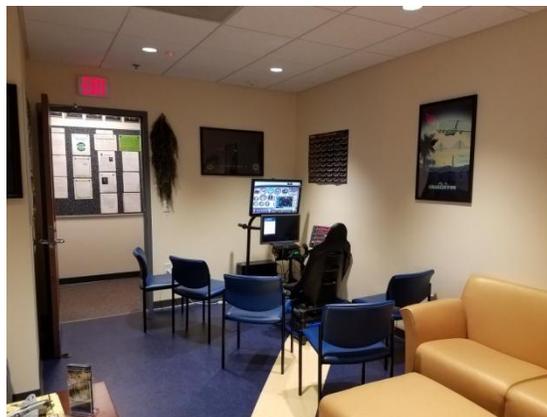
If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!

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.



Flying Chuck Norris Jokes

Chuck Norris doesn't request clearances, he states intentions.

Chuck Norris is the only person ever to land on runway 37.

Hijackers squawk 7500 when Chuck Norris is on board.

Chuck Norris once shot down three enemy aircraft with his aux fuel tank.

Chuck Norris has never landed with a crosswind. The wind would never dare get cross with Chuck Norris.

Chuck Norris doesn't fly into headwinds...the wind is always running away from Chuck Norris.

When Chuck Norris flies, the altimeter setting is 00.00. Chuck Norris is never under pressure.

Right of Way rules do not apply when Chuck Norris is flying. If you are flying toward Chuck Norris, you are wrong.

Chuck Norris doesn't shoot approaches...he kills them.

Chuck Norris is never off of glideslope, the glideslope is off of Chuck Norris.

Two way contact for Chuck Norris is when he hits you with both fists simultaneously.

Chuck Yeager broke the sound barrier with his Bell X-1 Jet. Chuck Norris broke the sound barrier with his fist.

Chuck Norris was told to ident, the controller was greeted with a fist coming out of his radar screen.

Chuck Norris doesn't level off; he tells the altimeter to stop moving.

Chuck Norris was once denied a clearance... once.

Chuck Norris was flying and saw a wall of clouds ahead so he decided to punch through them. He then got back in his helicopter and flew through the hole he just made.

Chuck Norris doesn't have emergencies, only moments of brief excitement.

Chuck Norris cannot be tracked on radar, if he appears, it is too late; you are already dead.

A good flight for Chuck Norris is a bad flight for you.

A Flight Docs gives med up chits, Chuck Norris gives med down kicks.

Chuck Norris once moved a stationary front.

All survival vests will be fitted with a Chuck Norris.

Chuck Norris isn't holding, he is circling above his victims.

Chuck Norris provides close air support via flying round house kicks.

No one knows what Chuck Norris' tail number is, nobody has ever gotten that close.

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
