

# YALE AVIATION NEWSLETTER

August 2019

## UPCOMING EVENTS –

- **Flyout to First Flight** – weekend of Sept 28-29. Joel D’Angelo is organizing an overnight trip to the birthplace of aviation, KFFA, at Kitty Hawk, North Carolina. We have 4 pilots already, with space for only 1 more. Contact Joel for more information, or to be put on a stand-by list.
- **Wash & Wax, Saturday, October 12** – Save the Date!
- **Poker Run, Saturday Oct 12** – 9am to 1 pm, terminus at KLEW. Sponsored by the New England 99s. For more information, contact [piperpilot2003@yahoo.com](mailto:piperpilot2003@yahoo.com)



### **Auto-Schedule monthly payments on your account!**

The club has transitioned over to a new billing and scheduling service, **Flight Circle**. So far, the

system is running well, with more flexibility to make and cancel reservations. You can even include a viewable note on your reservation if you are looking for company, or a safety pilot, for example.

Remember:

- If your preferred time-slot is not available, we encourage you to make a BACKUP reservation instead of a PRIMARY one – there is a pull-down menu for “Reservation Type” to change this selection. You will get an email or text notification if your reserved time comes free!
- Dispatch your flight before/during the pre-flight, and check it back in upon returning. Once checked in, your reservation will be greyed out, which will allow other members to reserve the airplane, even if you reserved the airplane for more time.
- If the Hobbs or Tach in Flight Circle doesn’t match the actual numbers in the aircraft, please:

1. Note the correct times on the paper log in the aircraft (this is the document of record)
2. Check-in the flight and **enter the correct Hobbs and Tach times shown.**
3. DO NOT pay off your account.
4. Notify Josh Snow (text...203-804-4845) with the correct times and ideally a picture of the paper log. He will correct your account and you can pay once it is corrected.

Flight Circle is being used for all billing - dues, flights, minimum flight hours. **Please be sure to settle your bill on a monthly basis!** This can be easily done by auto-scheduling payments, which will then be charged to your card on a date of your choosing every month.

If you have any questions or problems, please contact our Billing Officer **Josh Snow**, [Joshua.r.snow@medtronic.com](mailto:Joshua.r.snow@medtronic.com) or call/text him at 203-804-4845. You can also contact **Laura Baldwin** or **Jake White**.

**PILOTS...**

Clarice Begemann is going inactive.



**Alark Saxena** is a father again: Bodhi Saxena was born on July 2. Alark and family will be moving to Arizona in August, where Alark has taken a tenure-track position at Northern Arizona University, and Alder will be joining the Anthropology Department!

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**



One way to pack'em into a hangar!



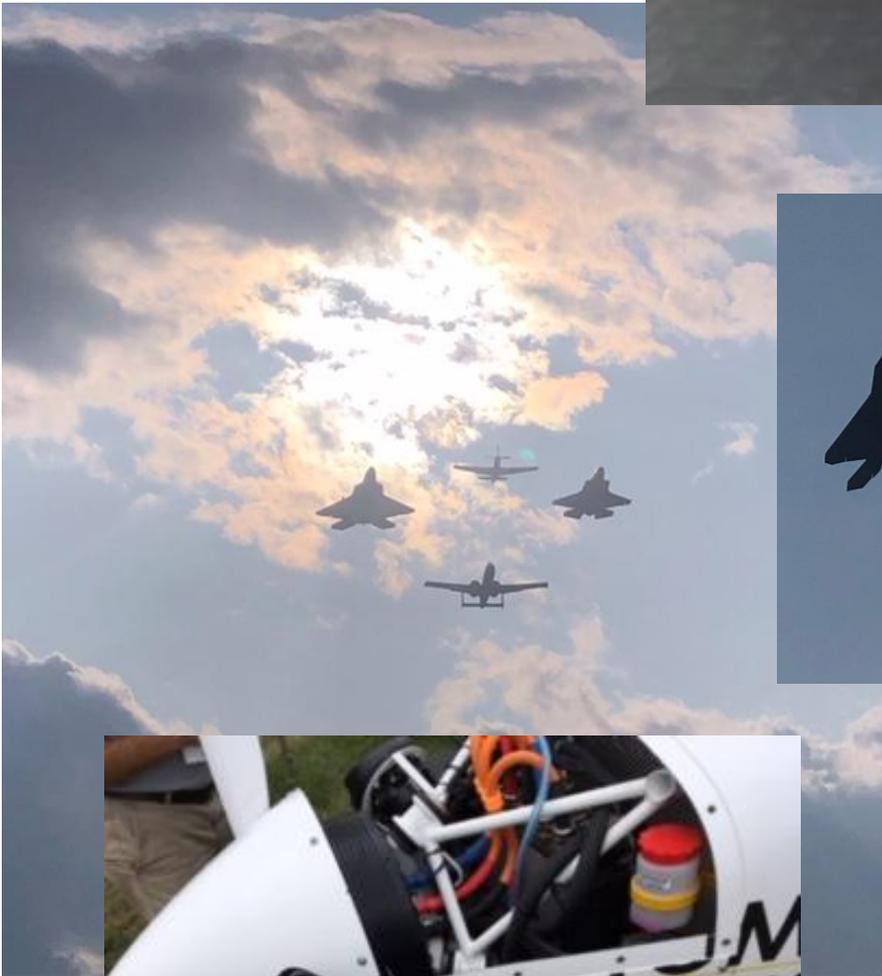
**Photos from AirVenture 2019,  
courtesy of Charlie Skelton:**

All solar, from Airbus





Flying Car!



Pipistrel Electric



First Place WINGS Industry Advisory Committee



450hp AND a jet engine!

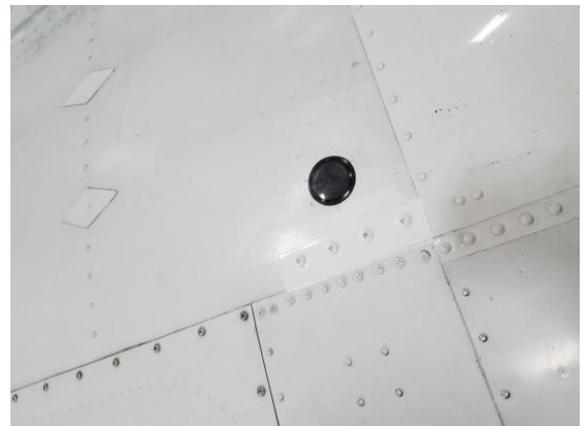


**32028** is AOK, with new gear bolts (note new bolts & paint next to oleo filler cover on 32028's wing below). New nosewheel and left main tire.

**55044** will be going over its recommended overhaul time by 10%. There will be a more intensive inspection protocol during these next 200 hours as a result. A new fuel selector will be installed at the next 100 hour.

**ALSO NOTE for 55044:**

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 Skelton**.
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.



**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 here 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 -

### **Calling Clearance Delivery – non-Towered Airports with instrument approaches**

The FAA now publishes phone numbers for the Approach or Center facility controlling non-towered airports with instrument approaches. This phone number is a direct line to a controller. This controller isn't working traffic. Instead, they're handling other duties, including departures from several airports. You can get your clearance and release from this person, just like you could with Flight Service, but it's more efficient. This controller is in the facility talking to the other controllers for you, rather than in a room somewhere in Virginia calling ATC facilities on the phone. In fact, Flight

Service's dedicated clearance delivery number is getting phased out.

Don't look for these ATC phone numbers on your instrument approach charts; they're not there. The phone numbers are published in the Chart Supplement, which we used to call the A/FD. It'll be down in the communications section. Every airport with an instrument approach should have a phone number listed, eventually. If you don't see it, or you're departing an airport without an instrument approach, use whatever number you find for the nearest instrument airport.

For more information, visit <https://go.usa.gov/x5wsR>.

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

Perhaps something new for crossing to Long Island? [https://www.avweb.com/aviation-news/hoverboard-crosses-english-channel/?MailingID=125&utm\\_source=ActiveCampaign&utm\\_medium=email&utm\\_content=Test&utm\\_campaign=MAX+Control+System+Redesign%2C+Franky+Goes+To+Dover-Monday+August+5%2C+2019](https://www.avweb.com/aviation-news/hoverboard-crosses-english-channel/?MailingID=125&utm_source=ActiveCampaign&utm_medium=email&utm_content=Test&utm_campaign=MAX+Control+System+Redesign%2C+Franky+Goes+To+Dover-Monday+August+5%2C+2019)

Flying car – first flight! <https://www.planeandpilotmag.com/article/video-nec-flying-car-makes-first-flight/>

## TWEED NEWS -



**TSA Badges** – Need a new or renewed badge?? Remember that for the procedure you must

1. Have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, [lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)).
2. Once that is done, you call **ALICIA SEREMET** (203 907 9818) 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](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 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 ([www.zazzle.com/yaleaviationstore](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!



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](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 -

The simulator now lives in the "Hangar" of the Yale AFROTC suite. The address for the simulator is 55 Whitney Avenue, Suite 450, 4<sup>th</sup> 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](mailto: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.





**When you know your  
neighbor is a pilot**

*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*