

# YALE AVIATION NEWSLETTER

January 2014

## UPCOMING EVENTS –

- Anyone interested in going places with the *Wilbur Cross Aviation Club*, please contact **Clarice Begemann** ([claricebeg@aol.com](mailto:claricebeg@aol.com)). Plans include the New England Air Museum in January and Sikorsky in February - YA members and affiliates are welcome to come along!
- The painting of N55044 will take place in late February or early March. If you are interested in helping to revamp and update the interior during this process, **Ian Green** has offered a daytrip to Barnes in his twin to get the job done. Contact **Laura Baldwin** ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) for more info.
- Joint event with Air Ocean Aviation (helicopters) this summer? Breakfast trip one of these Sundays?? Working with the Yale Aeronautics Club on some combined program??? What would YOU like to do in the New Year?? Contact **Ty Kamp** ([tahia.kamp@yale.edu](mailto:tahia.kamp@yale.edu)) or **Jill Levine** ([jillp95@aol.com](mailto:jillp95@aol.com)) with your ideas!!!

## PILOTS...

### **CHARLIE NEEDS YOUR INFO!!!**

Our new club insurance requires complete information on each of our members and those who use our planes (this includes those who use the planes on school breaks....). So far, Charlie has gotten information from only seven of us. Please, everyone needs to send in the following information to Charlie Skelton ([rbocas@comcast.net](mailto:rbocas@comcast.net)): Name, Age, Certificates, Ratings, Total Pilot Hrs., PA28 180 Hrs, PA28 140 Hrs, BFR date and Medical. This is needed AS SOON AS POSSIBLE. Like now. Please. Even if nothing has changed since last year.

Thanks for your anticipated co-operation.... Laura Baldwin will be following up next week – don't make her chase you down!!!

### **A Written Challenge** by Ty Kamp

When I found out in late February that I was pregnant with our second child, I resolved to accomplish three things before the baby's birth: I would make certain our son was sleeping through the night, I would potty train him before his second birthday, and I would pass my private pilot written exam. I had nine months to hit these three goals, and there is nothing like the firm deadline of impending childbirth to impart serious motivation. It did not take long to accomplish the first task, and the second I proudly checked off in record time by the end of the summer. Once that was done, I felt invincible, which was the right sentiment to muster as I prepared to finish my list.

I remember many landings ago, when I first started training, Charlie strongly advising that I wrap up my written exam as soon as possible. I can now sheepishly admit that I thought the recommendation was excessive at the time, what with all of this flying to do. Wouldn't I be better served by building up my hours, practicing my power-off 180s, and preparing for my solo cross-countries? And if not better served, then wouldn't I just have so much more fun? What photographs would look better in my office: those of me on take-off or those of me sitting at a desk pouring over my Gleim book? So I admittedly procrastinated, severely, on studying for my exam, even losing the golden opportunity before our first son was born to study up and finish. This time, however, I knew well what it was like to have a newborn in the house and how vain my ambitions to accomplish anything other than laundry would be. I therefore resolved that before this baby was due on November 8, I would pass my exam.

The summer was spent pouring over said Gleim book, during the lunch hour at work, at bedtime, at 3 a.m. when advancing pregnancy kept me awake for hours, and in the early morning hours before little Frederick III was up and looking for breakfast. My 2011 edition of the book, which had been in rather pristine condition for two years, started to show the wear of hard study, with dog-eared pages and copious margin notes. I moved through it chapter by chapter, taking each practice test and logging my progress. I pessimistically figured that I would not ace it, but I could at least pass. Charlie disabused me of this belief about a week before I was due to take the test; according to his standards, I had to secure at least 90%! Not about to question him, I simply accepted his offer of the 2014 Gleim book and set about studying the new material and attempting to master that which had already become fairly familiar. Still, I resigned myself to scoring right at the 90% mark, and I even prepared the rationale I would have to give Charlie if I scored in the upper 80s.

With about a week to go until my due date, I went down to Tweed for the November 2<sup>nd</sup> Wash and Wax, figuring that while there, I could make preparations to sit for the exam the following week. It was then that I learned that our two local



proctors were out of the country! In my ensuing panic, I called CATS, the testing administrator, only to learn that the only testing centers that could possibly accommodate me were at Brainard and Danbury. In my advanced gestational state, travel beyond the Greater New Haven area was verboten, so the situation was looking dismal. Fortunately I checked their website and discovered that the testing center at Stratford, which I was told was currently off-line, was indeed open. Calling over, I learned that Jennifer, the proctor on site, was about to begin a 90-day suspension, but that she was still open for testing for the rest of the week. With Baby Kamp #2 due on Friday, November 8, I turned up with no time to spare on Thursday, November 7, hoping that the stress of the exam would not engender any early labor or breaking of waters. When I walked in and saw our old friend and favorite A&P Glen, I had a good sense things might work out, and indeed, they did; I drove home that afternoon with a certificate indicating I had passed with a score of 98%. If not for changing that one answer to a

*Photo taken at the christening of Master Thaddeus, who is blessed to have none other than Chief Pilot Charlie Skelton as his godfather.*

trickily worded wake turbulence question, I would have had a perfect score.

As it turned out, Master Thaddeus Faraday Kamp made his appearance some

time later on November 17, giving me just a little more time to relish the successes of 2013 and enjoy Frederick III's last hours as an only child. I also had a little more of a chance to reflect on another aviation truism: assume smoothness and risk peril! Having blindly anticipated that signing up for the exam and taking it would present no issues, I left my preparations for the very possible last minute and nearly lost my chance to sit for the test. From what I gathered at Stratford and from the fellow with whom I spoke at Brainard, the FAA has been imposing regular and extensive suspensions on the proctors for the slightest infractions, and consequently open testing centers are becoming preciously rare. Incidentally, Charlie was right, of course; what started out as an endeavor of rote memorization became a significant learning experience, and when I resume flying this summer, I know I shall be back in left seat with a much greater understanding of what we do and how we do it.

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**FLIGHT ADVISORY: SUPER BOWL XLVIII February 2, 2014**

**MetLife Stadium, East Rutherford, NJ**

Centered at 404920N/0740338W or the TEB188001.6

The entire flight advisory may be accessed and downloaded at the following address:

[https://www.faa.gov/files/notices/2014/Jan/Flight\\_Advisory\\_Super\\_Bowl\\_XLVIII.pdf](https://www.faa.gov/files/notices/2014/Jan/Flight_Advisory_Super_Bowl_XLVIII.pdf)

**It is recommended that all aircraft operators check NOTAMs frequently throughout this event for possible changes.**

Contact **Clarice Begemann** ([claricebeg@aol.com](mailto:claricebeg@aol.com)) for more information on how you can take a Young Eagle flying! This rewarding activity fits right in to our educational mission.

## ... & PLANES

**32028** has flown 305.9 hours in 2013.

**55044** has flown 277.2 hours in 2013.

As reported last month, an appointment for repainting N55044 at the end of February or early March has been made with Aero Design at Barnes in Massachusetts ([www.aerodesignconcepts.com](http://www.aerodesignconcepts.com)). The plane will most probably be out of service for 10 weeks. **Those who might be interested in working on the interior of 044** (replacing broken trim pieces, for example) please contact Laura Baldwin ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)).

### **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 are below 20 degrees.** Pre-heating and light de-icing take place outside. However frequently the de-icing requires the hangar for a meltdown. Even when the aircraft is hangared for de-icing it still needs to be preheated. Robinson has been reasonable about the charges for this service so if your schedule changes call and cancel – their resources are stressed. If in doubt about preheating, ask the person at the Robinson front desk if they have been preheating their planes.

Winter flying is indeed something else. Our types of aircraft were not designed to traverse the 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!*

## AVIATION EDUCATION & NEWS –

### **"Don't Get Caught out in the Cold.....Aviation Weather 101"**

Topic: Understanding Aviation Weather  
On Tuesday, January 21, 2014 at 7:00 PM

#### **Location:**

Volo Aviation  
900 Great Meadow Road  
Volo Hangar  
Stratford, CT 06615

#### **Select Number:**

EA6352940

#### **Description:**

Winter weather is the most critical and complex variable that affects your flying. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. But you don't have to be a meteorologist to understand what makes weather, and use that understanding to help make sound flight decisions. Featured speaker Jeff Tongue of the

National Weather Service will share some tools available to every pilot and how to best apply them. Attend this briefing and learn where to find the information and how to interpret the information to make the safest weather planning decisions. Learn from the PRO's! Click on 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 Team & Windsor Locks FSDO**. The FAA Safety Team (FAA Team) 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  
Advanced Knowledge 2 - 1 Credit

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

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

Interested in finding your Carson Number? Check out this link: [Technique: Cheap speed - AOPA](#)

And in case you have some extra time this winter due to bad weather, check out this website listing abandoned and little-known airports (who knew Norwalk had an airport???):

<http://www.airfields-freeman.com/index.htm>

## TWEED NEWS -

**Tweed is being run by a temporary airport manager after the sudden departure of the previous airport manager, Lori Hoffman-Soares.**

**TSA Badges** – Need a new badge?? Remember that for the procedure you must have a completed application signed by our TSA signatory, **Jeff Welsh** (203-481-7676, calling between the hours of 10 am to 5 pm is best). Once that is done, you must call KATHY GRANT (203-466-8833 ext 109) to make an appointment to pay your fee (cash or check) over at West Ramp and have your new badge issued.

## ONLINE -



**YA MERCHANDISE!** Only stickers (2 sizes) and keychains remain, if you are interested. Stickers are \$1 or 50 cents (depending on size), and keychains are \$10.

**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. Email **Tom Sobocinski** ([tom@caseusnewhaven.com](mailto:tom@caseusnewhaven.com)) or **Laura Baldwin** ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) to be invited to join this closed group.

Remember pictures can also be posted on our Yale Aviation website at [www.YaleAviation.org](http://www.YaleAviation.org).

## SIMULATOR -

Anyone needing simulator access should e-mail **Ty Kamp** ([tahia.kamp@yale.edu](mailto:tahia.kamp@yale.edu)) the alpha-numeric code on the back of their Yale IDs. Those without Yale IDs need to enter with Charlie, who has a key to the Simulator Room in Engineering.



## Sporty's Flying Club Rebate Program

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.

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.

This year the club has raised more than 23K, (thanks **Clarice Begemann & Fred Smith!**) some of it from the donation of unflown hours. Those of you who've accumulated more hours than you might likely fly please consider donating to the club - it's tax deductible!! **Help keep Yale Aviation alive in the future as it was for you!**

