

# YALE AVIATION NEWSLETTER

March 2014

## UPCOMING EVENTS –

- The painting of N55044 has been postponed until November. Bad weather has meant delays at Aero Design ([www.aerodesignconcepts.com](http://www.aerodesignconcepts.com)) – and it was felt that removing the plane from service during the spring /summer would not be wise. However, if you are interested in helping to revamp and update the interior (see new panel section at right), do let **Laura Baldwin** ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) know. She continues to plod forward with trim updates!
- The 2014 New England Aviation Safety Expo has been set for Saturday **April 12, 2014**. This year's event will be held at **Daniel Webster College, Nashua NH**. For more information please visit: [http://www.faa.gov/news/conferences\\_events/aviation\\_expo/](http://www.faa.gov/news/conferences_events/aviation_expo/)
- 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...



### Brigadier General Shepard B. Stone, Aviator



One of the joys of being in Yale Aviation is getting to know our fellow members. Certainly, if you are looking for an interesting person, you need go no further than BG Shepard “Shep” Stone, a lifetime New Englander born in Queens, and a member of Yale Aviation since 1988.



It can be said that Shep Stone has lead parallel lives between his love of military aviation and of anesthesia. Like many in our group, his interest in flying goes way back to when he was in 6<sup>th</sup> grade and wanted to be an astronaut. Bad vision scrapped that idea, so it wasn't until 1986 when he was in flight surgeon school that he realized that he could be a military aviator with less than perfect vision (corrected, of course!). Shep had joined the Army Reserve while still in college in 1969, where he trained as a medic. In fact, it

was this interest in health care that convinced him to get a Masters in Healthcare Administration in 1974, followed by certification as a Physician Associate (PA) in 1976. Upon graduation he was in the inaugural class of the Norwalk Hospital-Yale University School of Medicine PA Surgical Residency. In 1978, after a year's surgical practice at Norwalk Hospital, there was an unanticipated vacancy in the anesthesiology residency at Yale-New Haven Hospital (YNHH). Shep filled that vacancy and also completed a fellowship. This was followed by an appointment on the YNHH medical staff, which he holds to this day. Shep also teaches, as an Associate Clinical Professor of Anesthesiology, and is director of the hospital's Adult Post-Care Anesthesia Units.



But what of Shep's desire to fly? While in Norwalk, Shep joined the Connecticut Army National Guard (CTARNG) in 1977 becoming its first PA. From there in the early 1980's, Shep transferred to the Army Reserve so he could make better use of

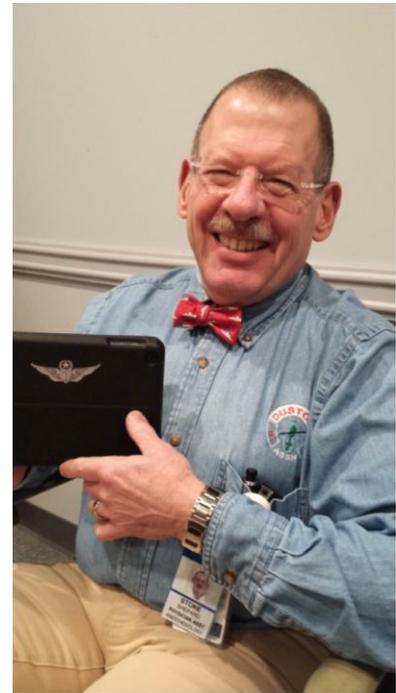


his skills as a PA and educator. Soon after marrying his wife Marlene in 1986, then COL Robert Galvin (subsequently Brigadier General and Commissioner of the Connecticut Department of Health) encouraged and facilitated his attending the Army Flight Surgeon Course. In addition to learning aviation medicine, he had rotary wing flight training. His first experience was with the tiny TH-55. This was followed by further experience in OH-58's and the UH-1 "Huey", a turbine helicopter common in Army aviation. Still interested in furthering his flying skills, Shep started to train with Yale Aviation and Charlie Skelton in 1988, getting his PPL in 1990, just before mobilization in support of Operations Desert Shield and Desert Storm. By 1992, a commissioned position as an Aeromedical Physician Assistant (APA) in the CTARNG opened up and Shep took it, rising to the rank of colonel in 2008 – one of only

two such positions for medical officers in Connecticut. He served as the CTARNG State Aviation Medicine Officer from 2001 until 2011. During his tour of duty in northern Kuwait and southern Iraq in 2009/10 for Operation Iraqi Freedom, Shep was Senior Aviation Medical Officer responsible for supporting the Aviation Task Force-Kuwait (comprised of units from the CTARNG, the Army Reserve and the Navy). Upon retirement in 2011 he was promoted to brigadier general for the State of Connecticut.

Shep freely admits that he has had a lot of luck in his life, but he is also blessed with a perseverance that has allowed his dreams to come true. His father's comment to him as boy that "You never finish anything" spurred him to accomplish a great deal, and although he admits that all his progress has been due to aviation medicine, his insistence on doing the right thing without shortcuts, and his emphasis on duty, honor, and country, has also contributed to his success both as an anesthesiologist and as an APA. It was always his purpose to keep people flying and his greatest joy that he was able to do so effectively for so many years. One of his proudest accomplishments, achieved just before retiring, was receipt of the Army Master Flight Surgeon badge, a badge he proudly displays wherever he goes.

And so, what is Shep up to now, besides figuring out if he can convince his wife to mount N55044's prop on the ceiling beam in the living room of his home? Here it is unclear if good or bad fortune was in play: in 2011, as he was planning his retirement from the Guard and considering an aviation future as a CFI, his routine physical detected a heart murmur, which resulted in an urgent replacement of an ascending aortic aneurysm and aortic valve. While this wouldn't ground him per se, occasional light-headedness has made Shep ground himself, and so his aviation adventure, it would seem, is at an end. Still, he has many aviation accomplishments, including a seaplane rating, getting his IFR rating in 2004, and learning how to hover a helicopter (*where IS that hover button??*), as well as superb memories: learning to spin a Cub, high-speed water taxiing, flying in and out of the tops of cotton-candy clouds in IMC, landing on runways at night with all the lights, flying a twin-engine Mohawk over the Rhine, or flying a full Huey "nap of the earth". His time at the controls may be over, but he remains an avid aviator and supporter of all of us at Yale Aviation!



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.

Last year the club raised more than 23K, 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!**

## ... & PLANES

**32028** has completed its 50 hour and is A-ok.

**55044** has completed its 100 hour with excellent compression and no major issues. As noted above, it will NOT be going in for painting until the fall. Meanwhile, **Laura Baldwin** is working on installing new trim pieces (using Vantage Plane Plastics [www.planeplastics.com](http://www.planeplastics.com)) and re-covering the door panel. I'm told the new door panel looks really great – check it out at the airport!



Cork gasket being replaced on two of the four pistons of 044

## AVIATION EDUCATION & NEWS –

### "The Ins and Outs of ADS-B and Master Pilot Award"

Topic: Understanding the Automatic Dependent Surveillance Broadcast (ADS-B) System, equipment operation, and mandated requirements.

On Saturday, March 22, 2014 at 12:00 PM

Location:

Performance Flight, located in Million Air  
136 Tower Rd.  
Million Air, Hangar 'M'  
West Harrison, NY 10604

#### Select Number:

EA6354513

#### Description:

An FAA Wright Brothers, Master Pilot award will be presenter at the beginning of this FAASTeam Event. The movement to the next generation of aviation is being enabled by a shift to smarter, satellite-based and digital technologies and new procedures that combine to make air travel more convenient, predictable and environmentally friendly. ADS-B will play a major role in its rebirth. In this informative briefing you will learn the new look of air traffic control including everything you wanted to know about ADS-B and more. Refreshments provided by Performance Flight. **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: **The FAA Safety Team**

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

Location:

Northeast Utilities Inc.  
107 Selden St.

Berlin, CT 06037

#### Select Number:

EA6353633

#### Description:

This is an all day safety education event designed for balloon pilots or pilots interesting ballooning. A fee required for balloon Pilots; the fee is waived for NON-LTA Pilots. See "Additional Seminar Information" for details. Attend this exclusive event to enhance safety and reduce the risk in balloon operations. This is a great opportunity for those interested in adding a hot air balloon rating to attend and learn for free. Lunch donation requested. Speakers from NTSB, NOAA-NWS, FAASTeam and the LTA industry will be on hand to answer your questions. 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: **N/A**

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  
Basic Knowledge 3 - ½ Credit  
Advanced Knowledge 2 - 1 Credit  
Basic Knowledge 3 - 1 Credit  
Basic Knowledge 3 - ½ Credit

### "Hartford IMC Club Monthly Meeting"

Topic: Mastering The Art Of Instrument Navigation & Instrument Training Scenario Discussion

On Tuesday, March 25, 2014 at 6:00 PM

Location:

Meriden Airport

### "The Connecticut Lighter Than Air Society, Ruth Salzberg Continuing Education Safety Seminar"

Topic: Aviation Weather, VFR Charts and Communication, ADM, Power Line Safety, Flight Reviews

On Saturday, March 22, 2014 at 8:00 AM

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

**Select Number:**  
EA6354686

**Description:**

IMC Club, through its nationwide chapters, provides organized "hangar flying" focused on building proficiency in instrument flying. Believing that safety and proficiency are developed through education and experience. Monthly meetings use real world scenarios at each monthly meeting to engage our members and allow them to share and build their experience. You do not have to be instrument rated to attend. 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**

The FAA Safety Team (FAASafetyTeam) 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

[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!

Who knew that not all "charging blocks" are the same? Find out how to recharge your equipment in the most efficient manner: <http://ipadpilotnews.com/2014/01/charging-your-ipad-tips-air-mini/>

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Landing at Alton Bay's ice runway. Enjoy!

[http://m.youtube.com/watch?feature=youtu.be&v=P38fSh\\_h5X0](http://m.youtube.com/watch?feature=youtu.be&v=P38fSh_h5X0)

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Need some tips on IFR flying? Check out this article: [http://www.planeandpilotmag.com/proficiency/flight-training/20-tips-for-ifr-flying.html?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=PPeNewsFeb\\_022814](http://www.planeandpilotmag.com/proficiency/flight-training/20-tips-for-ifr-flying.html?utm_source=newsletter&utm_medium=email&utm_campaign=PPeNewsFeb_022814)

**TWEED NEWS -**

**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) remain, but we will be making another order come spring. Stickers are \$1 or 50 cents (depending on size). Contact Laura Baldwin ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) for more info.

**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).



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](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!!**

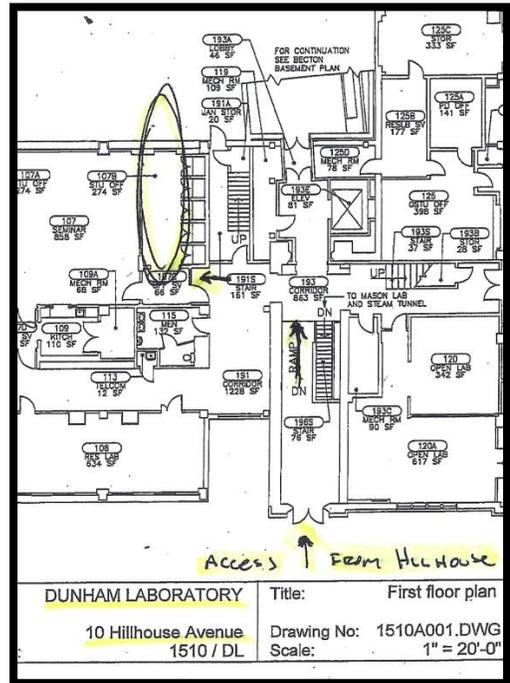
Laura Baldwin ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com))

## SIMULATOR -

The simulator has moved!

DL107b in Dunham labs (enter through 10 Hillhouse Ave) is the new home for the simulator, most likely for a good part of the spring term. DL107b sits behind a normally closed but "green lit" (unlocked door). Yale Aviation and the Yale Aviation Society will be sharing the space with engineering students who sporadically use the adjacent study carrels in that room.

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 can arrange access.



**JEPPESEN** NEW YORK, NY  
 LA GUARDIA HUDSON MIRACLE APCH  
 AUG 2010 (No.1)

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7	Emergency 121.5
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**UFS AIRWAYS**  
 Flight 1549  
 January 15, 2009  
 Airbus A-320

**MISSED APCH: None (ONLY ONE CHANCE)**. NOTE: After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS.

1. SAAR PROCEDURE: Special Aircrew, Airmanship, and Ability Required.  
 2. Duration of flight from Take-Off to Splashdown approximately 5 minutes.  
 3. Save soggy shoes and wet jacket. Donate to the EAA Young Eagles program.

150 Passengers + 5 Crew  
 155 Survivors

**SPLASH** **FOCUS** **THINK** **GOOSE**

"This is the Captain. Brace for Impact."  
 1200'±

2000'±

3200'±

Visual Bird Strike

Ground speed-Kts	90	100	120	140
VERTICAL ANGLE	Best You Can Get			
THINK to SPLASH	Comes Way too soon			

STRAIGHT-IN LANDING HUDSON RIVER	US AIRWAYS FLIGHT 1549 CREW		
MOAH: 0 (You're Committed)	Flight Deck	Cabin Crew	
VFR Conditions Only	Captain CHESLEY SULLENBERGER, 111 United States Air Force Academy(1973) US Airways/PSA Airline(1982) 35 Years Experience Total Flight Hours 19,463	Flight Attendant SHEILA DAIL, US Airways(Piedmont Airline)(1980) 28 Years Experience	Flight Attendant DONNA DENT, US Airways(Piedmont Airline)(1982) 29 Years Experience
	First Officer JEFFREY SKILES US Airways(SAAH)(1984) 22 Years Experience Total Flight Hours 15,443	Flight Attendant DOREEN WELSH US Airways(Allegiant Airline)(1979) 38 Years Experience	

ETOPS: Engines Turning or People Swimming.  
 CHANGES: Presented with Pride and Gratitude from your Friends at Jeppesen! © JEPPESEN, 2010. ALL RIGHTS RESERVED.

Ed note: Last instrument comic, I promise.  
 Hopefully - if the weather co-operates - I will take my instrument checkride before the next Newsletter!

The Yale Aviation Newsletter will go 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