



Plum Island, taken 7-12-16 by Clarice Begemann

YALE AVIATION NEWSLETTER

July 2016

UPCOMING EVENTS –

- **Jan Cirillo** (203-589-4451, bubbacir@aol.com) and **Dave Pecoraro** (203-314-7523) are the CFIs covering Charlie's instructional duties as he continues with his time off. Remember that Hal from Robinson Maintenance will be handling squawks on the airplanes. Please be sure to contact Hal (or fellow mechanics Paul & Bob) as you would have Charlie should you note something wrong with either aircraft – the contact information is on the new squawk cover sheet.

PILOTS...

Welcome back to **Jan Cirillo** CFI, who is rejoining Yale Aviation as a full member after some time as an affiliate member.



Welcome to **Tyler Griffith**, who joins Yale Aviation to learn how to fly: *I work in the Director's office of the Yale Center for British Art, having graduated from Yale last year with a PhD in the history of science and medicine. I've always wanted to learn to fly (helicopters especially) and now have the time and money to learn! Happy days... happy days. I'm from southern Florida originally and enjoy everything having to do with sun, water, and seafood.*

We bid a fond farewell to **Ash Ranpura**, who leaves for England at the end of the month. Ash has really enjoyed the club over the years, and you will see various "Trip Reports" from him both in this month's Newsletter and on our website: www.yaleaviation.org.

For those of you who remember **Zhu Wang Heitman**, right is a photo of her son Peter, born (thankfully) AFTER she got her PPL.... Zhu now lives in Houston.

We washed & waxed away on **Saturday, June 25**. I understand the planes were done in record time! Certainly, from the photos (and there are more on our website www.yaleaviation.org), it looks like it was loads of fun, and those airplanes are GLEAMING....





Yale Aviation Pirep – Night Flight to JFK by Ash Ranpura

John F. Kennedy International Airport sits on nearly 5,000 acres of uninterrupted concrete. During the daytime the airport complex dominates the southern face of Long Island, but at night it sits almost peacefully amidst the sea of blinking lights from Brooklyn and Queens. From 3,000 feet above sea level and comfortably ensconced in the protective wedding cake of Class B airspace, the pilot of a light single-engine aircraft is afforded a breathtaking view of what must be one of the most complex works of civil engineering in America.

The view from the ground couldn't be more different. At best traffic on the highways leading to the airport moves slowly and steadily. More often it is chaotic and frenetic, with taxis and distracted drivers dodging in and out across multiple converging and diverging lanes. Between the inevitable traffic accidents, road construction, and various flavors of rush hour, the drive to and from the airport is an exercise in misery. The train is marginally better, but with the crush and rush of the subway and the time constraints involved, however you slice it arrivals and departures from JFK are harried and miserable affairs.



My wife and I had been traveling together in England, and I came back a few days before she did to cover a shift at the hospital. She was scheduled to arrive at JFK on a flight from London Gatwick at 9PM on a Tuesday. I would be getting out of work around 6PM, which would be an awful time to try to drive to New York to collect her. Making the best of a bad situation, she volunteered to take the train home, even though it would mean schlepping to Grand Central with all of her luggage around midnight, then not reaching New Haven before 2AM.

It finally dawned on me that I'm a pilot, I'm in a great flying club, and JFK is, after all, "just"

an airport. How difficult would it be to fly there to pick up my wife in style?

I tried doing some research online, but there wasn't much help to be found. Most pilots avoid JFK because they don't want to pay the landing fees, and because they feel intimidated about talking to professional quick-draw air traffic controllers. In the end, I resorted to the old-fashioned method of telephoning everyone involved.

First I spoke to Sheltair (347-566-6620), the only FBO on the field, and the only place a private pilot can collect a passenger. Their ground staff was a little clueless about very small, light singles, but eventually they were able to tell me that I was welcome to come any time. They told me there would be a \$25 landing fee, a \$70 parking fee (even if I didn't park), and a \$30 handling fee (even if I didn't receive handling). The handling fee might be waived with a 7+ gallon fuel purchase, but their fuel prices are so astronomically high that this didn't make financial sense to pursue. Finally, they said there would be an extra \$100 peak hours charge that would apply to landings between 3PM and 10PM daily.

After that, I telephoned the control tower at JFK (718-656-0335). I spoke to a very friendly and intelligent controller who told me I was more than welcome to come. He said that things might be tricky if I came during the peak hours, but that around 10PM traffic started to calm down somewhat. All traffic, he said, is handled with IFR priority, so under VFR weather conditions it would not make a difference to file IFR for the trip. Finally, I asked him if I could expect any special procedures or routes when coming from New Haven; he reassured me that it would be pretty easy, and in a kind and disarming way said, "Just come on over, we'll work it out when you get here."

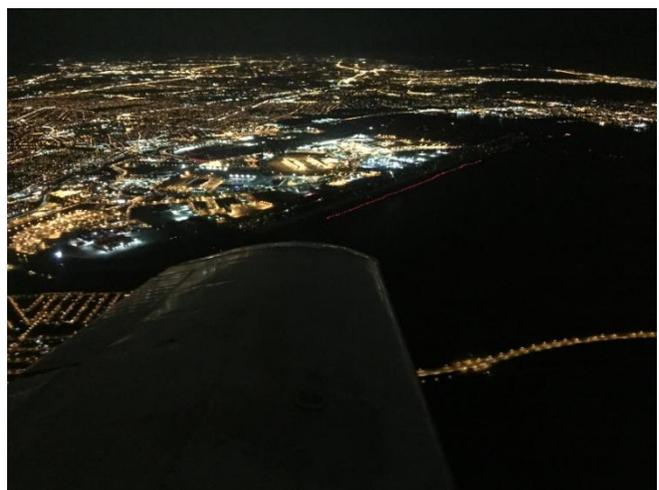
My confidence suitably bolstered by ATC, I grabbed my headsets and drove out to Tweed. Charlie's report of some earlier issues starting N55044 gave me pause; this was going to be a night flight into one of the busiest airspaces in the country, just after their peak traffic rush. Batteries don't fail me now! I did a very thorough pre-flight, and timed things to depart from Tweed right at 21:30 — I didn't want to catch a tailwind and wind up with an extra \$100 landing fee for arriving 5 minutes early.

The flight to JFK itself was glorious, as night flights always are. The air is smooth and crisp, and the carpet of twinkling lights out the window looks magical. After departing Tweed's Class D airspace, I called up New York Approach and told them that I was a Piper Warrior inbound for landing at KJFK. I really did think I would be asked to repeat that, but the controller seemed to understand me the first time around.

After a few minutes, I heard the magical incantation "Cleared into Class Bravo," and I was handed off to the JFK approach controller. I then asked if I might get runway 13R for landing, since that is the runway closest to the FBO. I had studied the taxiway diagram prior to departure, and concluded that the most difficult (and time consuming) part of the trip would be driving around on the airport surface.

The controller agreed to my request, but said that it might require me to hold just west of the airport for a short while. A few minutes later, he said he might have to put me a long way out over the water to get me into 13R. Both times I said that was ok, thinking that I would see how things went when we got to that point.

In the end, we never got to that point. As our brave little N55044 steamed along at 110 kts, I was asked to descend to 2000 feet over Long Island. I kept to the heading and altitude I had been given, and soon saw the gleaming lights of JFK spreading out ahead of me. I didn't get another instruction from ATC for what seemed like an eternity. There were large jets in nearly every



portion of the sky I was scanning, and at night it was hard to tell just how far away they might be. Some looked awfully close.

Finally, I started getting some of the rapid-fire instructions I had been expected. I was asked to climb to 3000 feet, and make a 45-degree change in heading. Then, just as I got established, I was asked to turn back 90 degrees the other way. A few short minutes later and another turn, and I was now rather amazingly flying right over the middle of JFK airport!

At that point the controller had me descend and turn just above the flight path of a business jet. When that traffic had passed (quickly!) across my flight path, the controller asked me if I could see runway 13R to my right. I reported that I did see the runway, just outside of my window, and he cleared me to land on it.

The problem was that I was now 2500 feet in the air and nearly on top of the airport. Runway 13R is a beast — 14,572 feet of concrete ribbon arcing off into the Long Island Sound, with gleaming lights on all the edges, the centerline, and all of the taxiway exits. It looks like a two-dimensional carnival. I knew I could get down onto it, but also knew that every yard I flew down would be a yard I'd have to taxi back up to get to the FBO.

In the end, with an aggressive forward slip down the glidepath and then a full-flap deceleration, I was able to get down in the first third of the runway. A slightly embarrassing 5000-foot landing, but a safe and effective one. Ground control kindly provided progressive taxi instructions, which were more straightforward than I thought they would be — "Turn onto taxiway Quebec and keep going until you see Sheltair."

I pulled up to the door of the FBO and hopped out. The ground staff were nowhere to be found, but the front desk clerk had received a call from my wife and had already sent a van to collect her (passengers from the commercial side of the airport have to clear customs and come out to the taxi/shuttle stands outside the terminal building). A few minutes later she had arrived, and after signing a credit card bill we were back out onto the taxiway.



We taxied back out to 13R, waiting patiently as several large airliners were cleared to take-off and land ahead of us. When there was a break in the flow we were cleared, with some urgency, for takeoff. Good old 55044 shot up like a (slow) rocket, and we had a beautiful zoom up over the tower as we swung eastward for New Haven. After a beautiful clear night flight back, we arrived home in style and comfort. My wife commented that it "felt like cheating" to leave behind all of the traffic and congestion and boredom and replace it with a beautiful, memorable journey in the sky. This has always been my experience with our beloved little club -- the privilege of stepping into a reliable airplane, being ushered in through back doors and

pilots lounges, having easy access to beaches and mountains and distant cities, available almost any time for a very little money and a satisfying amount of effort. We are lucky indeed.

For those of you in training, the **ACS (Airmen Certification Standards)** is an enhanced version of the PTS, and it has replaced the PTS for instrument and private certificates. You can download the new ACS from the FAA at http://www.faa.gov/training_testing/testing/acs/media/private_airplane_acs.pdf, plus check out the FAA's orientation webinars, listed in the [Education Section](#) below!

Your Friends Of Sikorsky Airport team has been working this issue for several days and finally has confirmation that the State of Connecticut is planning on eliminating the Aero Tech Schools at Sikorsky Memorial Airport and Brainard Airport!

Please read the notice from the Connecticut Aero Tech, Aviation Department Head below and contact your State Reps and State Senators.

This is a very sad day for Connecticut education and industry because of the very short sightedness of the Connecticut government administration.

Please take action and make the calls.

Thank you,
David Faile
Friends Of Sikorsky Airport

Supporters of CT. Aero Tech:

The past seven years have been the best in the 86 year history of Ct. Aero Tech. We are better housed, better equipped and better staffed than at any point in our history. The number of applicants exceeds the number of seats by at least 50% for every class. The employment opportunities for our grads are greater now than at any time during my 26 years of involvement with the program. I have been contacted by more local companies this past year seeking our graduates than at any time before. In spite of all this, the CT. Technical High School System, which administers our program, has informed us that "the school district can no longer support these adult education programs." **We will**

not be taking in a new class this fall and that funding will end at some point in 2017. My limited is that the students in the program will be allowed to finish. Some of you have been down this road with us before. Our past experiences have proven that if the program is going to continue, you the graduates, employers and fellow airmen are going to have to come together to educate our elected officials, members of the State Board of Ed, the Governor and CTHSS administrators as to why this is a bad idea. I will keep you apprised of new developments. The Stratford School for Aviation Maintenance Technicians received the same directive. Legislative contact numbers below. Thanks you for your past and future support!

CALL your house rep or senator this morning!!!!!!!!!!
House D's 860-240-8500
Senate D's 860-240-8600
House R's 860-240-8700
Senate R's 860-240-8800
(If you don't know what caucus they belong to, no problem, the receptionists will steer you to the right number)

Charles Hilton
Aviation Dept. Head
Ct. Aero Tech
500 Lindbergh Dr.
Brainard Airport
Hartford CT. 06114
Phone: 860-566-1234
Email: Charles.Hilton@ct.gov
Web: www.cttech.org/cats

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 is 10 hours from its next annual. SOMEBODY landed with the brakes on in May, requiring a new tire. Charlie hates to spend money like that – careful when you land!!!

55044 is just out of annual and A-OK. Don't forget to watch for the ongoing issue with the brake fluid on the left main oleo – be sure to note if you see fluid dripping.

ONLY remove the cowling when you have at least two (2) people. Scrapes and chips have already been noted in our new paint job, and this is most probable when you try to remove the cowling with one person only!

STRATUX IN OUR AIRPLANES – You may have noted that 55044 is carrying a lovely plastic bin in the baggage compartment for organizing our gear (thanks to **Gus Zupka**, I understand). In addition, both planes have small plastic containers with a Stratux, an aviation weather and traffic receiver, one built by **Raj V-J** and the other by **Seth Kyle** for the use of our members. The instructions (written on the receiver) are fairly simple, but do require some attention.



Stratux Checklist:

- 1) Plug the Stratux into a cell phone battery or charger (you can use the Velcro strap to bind them together for convenience) using the cable included.
- 2) Open the wifi connections setting on your device and connect to the Stratux wireless. It will take a minute to connect, fyi.
- 3) Open your flight program of choice (Foreflight, WingX, Fly-Q EFB, etc).
- 4) The antenna is magnetic, and DOES NOT need to be extended.
- 5) At about pattern altitude, weather and limited traffic should be received.
- 6) THERE IS NO GPS. (For GPS information you need a GPS unit, such as a Dual 150.)
- 7) **This does NOT eliminate the need to scan for traffic!**
- 8) To shut down, disconnect the battery/charger and store back in the Stratux case.

AVIATION EDUCATION & NEWS –

If you have spare time and want to keep your skills sharp, try any of the online courses at FAA Safety: www.faasafety.gov

"OFC Spot Landing Contest and The New ACS Exposed"

Topic: The New Airman Certification Standard is Here; Learn How it Affects You!

On Saturday, July 16, 2016 at 09:00 Eastern Daylight Time

Location:
Oxford Airport
Main Ramp
Oxford Airport Access Road
Oxford, CT 06478

Select Number:
EA6369879

Description:

Fly your plane to our Spot Landing Contest – any plane and any pilot is eligible. Stay to hear “The new ACS (Airman Certification Standard) Exposed” by Doug Stewart, former CFI of the Year and a DPE as well as Burt Stevens, CFI & President of the Oxford Flying Club. Both helped the FAA rewrite the PTS into the ACS. Come and hear how this will affect your next checkride! Please note: The spot landing contest is between 09:00 and 12:00. Lunch 12:00 to 1:00. The new ACS (Airman

Certification Standard) Exposed starts at 1:00 PM. Sponsored and hosted by the Oxford Flying Club.

Visit their website at <http://www.oxfordflyingclub.com/>

Click the link below for more details and to register for this event.

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **FAASTeam, EA-63 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

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

"Operation Raincheck - New York TRACON"

Topic: Meet The Voices In Your Head-[set]!
On Saturday, July 16, 2016 at 09:00 Eastern Daylight Time

Location:
New York TRACON
1515 Stewart Avenue
Westbury, NY 11590

Select Number:

EA1169782

Description:

New York TRACON brings back an Operation Rain Check event. Attend a unique briefing about ATC operations in the NYC metro area, ask questions to FAA management, controllers, & FSDO personnel. Observe real time Air Traffic operations at some of the busiest airports in the world and take a brief tour of one of the busiest approach control facilities in the United States.

Event is open to pilots and their guests.

This event is scheduled to occur on two consecutive weekends.

To register for the July 16, 2016 event, click [here](#).

To register for the July 23, 2016 event, click [here](#).

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **Farmingdale FSDO
FAA Safety Team & NY TRACON**

"Airman Certification Standards (ACS) Explained (ID56)"

Topic: In June, the FAA PTS will Transition to the ACS for Select Certificates and Ratings.
On Monday, July 18, 2016 at 13:00 Central Daylight Time (11:00 PDT, 12:00 MDT, 14:00 EDT, 08:00 HST, 10:00 AKDT, 11:00 Arizona, 18:00 GMT)

Select Number:

SW1569868

Description:

The FAA and industry have partnered together to develop the replacement for the Practical Test Standards. The Airman Certification Standards bring substantial improvements to the certification process. This webinar will provide some background on how the ACS was developed and then explain how the ACS is used during both knowledge tests (AKA written tests) and the practical tests. Preregistration is required by visiting <https://attendeegotowebinar.com/register/5945543531752559106>

We will be offering additional webinars. You can expect to see additional invitations soon.

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

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

"Terrible Triad of Fatigue Stress and Medications"

Topic: Awareness of Hazards Created by Fatigue, Stress, and Medications
On Tuesday, July 26, 2016 at 20:00 Eastern Daylight Time (17:00 PDT, 18:00 MDT, 19:00 CDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

Select Number:

EA2369819

Description:

As pilots we must be as close to "the top of our game" as possible. But as humans, we suffer from fatigue and stress, and sometimes we need medications. We can be safer in everything we do if we understand and actively manage the individual members of the "Terrible Triad" of fatigue, stress, and medications. This live webinar will introduce the hazards and provide some information on how to mitigate some of the risks. Several recent accidents will be discussed and analyzed to learn from the mistakes of others

[Click here to visit the webinar page for more information and to register.](#)

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

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

The Federal Aviation Administration and the aviation industry have teamed together to create the **Airman Certification Standards (ACS)**. These documents will have replaced the Practical Test Standards (PTS) for select certificates and ratings. This webinar will provide some historical perspective about the ACS and then describe how it is used during a practical test. Attendees will also be able to submit questions to panelists.

Registration for the June 25, 2016 webinar quickly reached capacity; therefore the FAA is offering additional dates for those interested in attending. Please register for any of the following webinars by clicking the corresponding link:

7/30 5pm CDT:
<https://attendee.gotowebinar.com/register/5265876020996321794>

After registering, you will receive a confirmation email containing information about joining the webinar.

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

Hank Galpin sends in this one: Every aviator knows the poem "High Flight" by John Gillespie Magee. But did you know that he turned down a scholarship to Yale? Your readers might enjoy the stories every month or so from vintagewings.ca.

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/569/Old-43.aspx>

One more leg, and Solar Impulse will have gone around the world with zero fuel! Check out this link that was live for the penultimate leg from Seville to Cairo: [Solar Impulse RTW - 16th Leg from Seville to Cairo](#)

TWEED NEWS -



During the past month Tweed did extremely well with both TSA security inspection and their 139 Airfield FAA inspections. The bid has been awarded for 14-32 engineering work; negotiations are in process. Also they will be going out to bid for annual painting and crack sealing this summer.

TSA Badges – Need a new 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 \$30 (cash or check made out to "HVN") and have your new badge issued. **The same fee will also apply for renewals this year due to the fingerprinting!** Be sure to have your old badge plus two forms of government issued ID, at least one with a photo. Tweed is becoming quite serious about everyone having and using their security badge – fair warning!

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!!!! **IF YOU DON'T LIKE YOUR PICTURE, 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 (<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 taking part in **Sporty's Flying Club Rebate Program** which means we 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.

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 simulators have moved to Ezra Stiles! In preparation for giving access to everyone interested in using the sims, **Micah Luce** would like to request that you send him an email (micah@yale.edu) in the following format:

1. First Name, Last Name
2. Yale ID SID # (found on the bottom left corner of your Yale ID) or UPI # (found beneath the Yale crest on the front of your ID)

If you would like access but do *not* have a Yale ID badge, please send him your name and “No ID” in #2 above. He will be working as quickly as possible now with the simulator hosts to give immediate access to the sims. “I think you’ll all very much enjoy their new home!” he says.

THE ARGYLE SWEATER

BY SCOTT HILBURN



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