

PILOTS...

Welcome to new member Stefan Simon (right): I came to Yale three years ago as the inaugural Director of the Institute for the Preservation of Cultural Heritage and work now as Director of Global Cultural Heritage Initiatives on West Campus. I am excited to start aviation training soon.



Young Eagle Flight by Joel D'Angelo

Last month I had the pleasure of being a pilot of a Young Eagle. The Young Eagles Program is sponsored by EAA and its sole mission is to introduce and inspire kids to the world of aviation. Any child from ages 8-17 can participate, meaning they will receive their first introductory flight for free from a participating Young Eagle Pilot. The program which is 25 years old has just celebrated its 2 millionth Young Eagle flight last year and has over 40 thousand registered pilots dedicating their time and passion of aviation to young people. Anyone who is a member of EAA with a valid airman certificate of Sport Pilot or above and is willing to jump through a few online forms can participate as a Young Eagle Pilot.

My first experience as a Young Eagle Pilot was with Ethan Solury (13 years old) and his mother, Beth.

Originally, we were scheduled for 028 and Beth was going to happily wait for us on the ground, as 028 had full tanks. However, Laura and Raj happened to be preflighting 044 and graciously suggested that we take 044 so Ethan's mother, Beth can join us. Ethan and I thoroughly preflighted 044 again as I explained the process and safety considerations of each item. This switching from 028 to 044 seemed to make everyone involved very happy except for, maybe, Beth as she reluctantly and nervously made her way to the back seat of 044 - Beth is my sister BTW.



From preflight to engine start, to final landing, Ethan was relatively quiet, asking an occasional question about a radio call or instrument and to comment how smooth the ride was. After discussing basic flight controls, Ethan made a few turns and flew S&L for awhile before turning back to HVN. EAA provides a 'Certificate of First Flight' to Ethan and he also receives a free Sporty's Private Pilot Course (\$199 value). This flight was not about flight instruction, as a newly minted Private Pilot I had no grand illusions that I was providing flight instruction. In fact I was probably as nervous as he was excited when I let him take the controls to make shallow turns. This flight was, however, all about introducing

a young person to aviation and hopefully sparking a passion to continue flying - as I truly hope he does. Becoming a Young Eagle Pilot is a wonderful way to share your passion of flying with the younger generation. You can find out more information at: <https://www.eaa.org/en/eea/aviation-education-and-resources/eea-youth-education/eea-young-eagles-program>

Please feel free to reach out to me if you have any questions. dangelojoel@gmail.com



Wash & Wax – There was a lot of cleaning going on a few Saturdays ago. We had plenty of help from all ages, and as always it was fun to catch up with fellow pilots & pilots-in-training. Thanks in particular to Charlie, who brought all the supplies and buffers, but also to **Clarice, Jake, Roberto, John, Tyler, Larry (044 belly cleaner),**

Hack, David, Len, Sid, Chris (our man for cleaning interiors!), Ty, Rick & their kids plus a prospective new member, Dr. John Wong, for coming by!





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

Large military helicopters from Sikorsky (H-60 variants MH-60R, UH-60M, and HH-60M for you rotor geeks) fly in our area from 1500' to 3500', doing practice approaches and flying the coast and inland towards Oxford and Meriden. Be on the lookout for these fellow aircraft!

HOW WE TREAT OUR AIRPLANES! When you arrive at the airport, you should expect the aircraft to be in the following condition:

- Tied down securely, with proper knots, taut lines, and no spare length of rope that can whip around in the wind.
- Gust lock is in position, window closed, aircraft locked, **COVER ON!**

- Sun visor is in position and correctly oriented, if no cover is in place.
- ALL instruments turned off – this is particularly important for doing the hot mag check at shut-down, since an unexpected electrical surge could fry delicate avionics equipment left on!
- Fuel tanks topped off in winter or to the tabs in summer.
- Interior neat & tidy, no trash.
- For 044, the seat-back covers (those “caps” that slip over the top of the seat to prevent wear on the fabric) should be in place!



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. Any questions? Please give **Charlie Skelton** a call and he can go over what does and does not constitute a callout!

32028 is in for its 100 hour starting today. Charlie Skelton is working on getting a third bid for the reskinning project mentioned in previous newsletters.



55044 finally went to Barnes for corrosion-proofing & paint touch-ups, plus a new tail position light. Problems with the starter incompletely disengaging lead to a hand-prop start for its return to New Haven, where it is sporting a new starter and fly-wheel. **PLEASE NOTE** the new placard stating that one should not crank for more than 10 seconds at a time, and should let the unit cool for 20 seconds before attempting again. There is some concern that poor starter technique has led to the early demise of our old starter. Please be careful!

Remember, if you use the spare oil that is kept in the baggage compartment of 044, let **Charlie Skelton** know so it can be replaced. **ALSO NOTE:**



1. The alternate static air has been giving lack-luster results in pre-flight testing. More on this as the situation develops.
2. The AI (Attitude Indicator) is acting up, sometimes sluggish to set upright. Please let **Charlie Skelton** know if you have any problem with this, or any other, instrument. A new AI is on order.
3. We are working on mitigating a persistent leak through the door of 044. Please let Charlie Skelton know if you ever find dampness when you are doing pre-flight.
4. 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!



Foster Bam holding a model of the airplane he donated to Yale Aviation back in the day, a 1966 Piper PA28-180. N2FB was sold in 2007 when the club restructured its finances, and 2FB is now registered in North Carolina!

AVIATION EDUCATION & NEWS –

The FAA has set **June 5** as the date when use of the international flight plan format, also known as the **International Civil Aviation Organization (ICAO) format**, will be required for all civil flight plans filed with flight service for flights within the National Airspace System and to Canada. Check out the AOPA video on the new system [<https://www.youtube.com/watch?v=O47m7kILYnc>], or the Leidos/Flight Service video [https://www.youtube.com/watch?v=HICFU9_DaMM] and tip card

[http://download.aopa.org/advocacy/0403_icao_tip_card.pdf?_ga=1.241719682.1099155037.1394801174] for more information.

Updates to the ACS for the Private Pilot Airplane certificate and the Instrument-Airplane rating are coming in June 2017, along with the first ACS for the Commercial Pilot Airplane certificate. The FAA intends to publish these documents on the Airman Testing web page (https://www.faa.gov/training_testing/testing/) on or about May 15, 2017. We will also offer a series of webinars to explain the revisions. The first of these is scheduled for May 17 at 1330 CDT.

"This Cannot Be Happening! Seminar Postponed to Sunday May 21"

Topic: Human Factors in preventing aviation accidents.
On Saturday May 21, 2017 at 10:30 Eastern Daylight Time

**Meriden Markham Airport
213 Evansville Ave, 06451
Meriden, CT 06451**

Description:

This is one of two FAASTeam Safety Seminars held in conjunction with the Annual Meriden Markham Airport Fly-In and Public Safety Day.

A look at the vulnerabilities pilots may have and how they can contribute to accidents. All pilots experience "senior moments" or denial of looming problems during flight that can be harbingers of not so nice things to come. This workshop will help to identify the reasons for those mental breakdowns and how to recognize them before things "go south". The rain date is 5/13/2017.

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

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.

Thank you for using <https://www.FAASafety.gov>.

"Flying Low and Slow Up the East Coast Seminar Postponed until Sunday May 21"

Topic: Complacency, Airspace, Weather and Flight Planning, Emergency Planning, Aircraft Capability, Fuel Management, ADM

On Saturday May 21, 2017 at 12:00 Eastern Daylight Time

**Meriden Markham Municipal Airport
213 Evansville Ave.
Meriden, CT 06451**

Description:

This is one of two FAASTeam Safety Seminars held in conjunction with the Annual Meriden Markham Airport Fly-In and Public Safety Day.

Cross-country flying is an amazing experience but it involves careful planning of the aircraft, weather, route, and pilot. Join CFI and FAASTeam Representative Jason T. Archer to hear what it was like to fly 1600 miles in a 1941 Piper Cub from Key West to Massachusetts, in the middle of winter. As the adventure is told including incredible aerial footage, we'll look at the lessons to be learned with regard to making sure your aircraft is capable, long-range weather planning, fuel management, back to basics flight planning and navigation, and how to plan for and deal with the unexpected. Please join us for this unique and exciting presentation for pilots and non-pilots alike. Discover why the Piper Cub might just be the best cross-country flying machine ever made! Rain date: May 21, 2017.

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

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.

Thank you for using <https://www.FAASafety.gov>.

"Hartford IMC Club Monthly Meeting-KMMK"

Topic: Mastering the Art of Instrument Navigation & Instrument Training Scenario Discussion
On Tuesday, May 23, 2017 at 18:00 Eastern Daylight Time

Location:

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

Select Number:
EA6375897

Description:

IMC Club, Hartford Chapter Meeting. Please join us as we talk IFR at the MAY 2017 meeting of the IMC CLUB, Hartford chapter. At this meeting, a new instrument flying scenario will be presented and discussed. Through its nationwide chapters, IMC Club, in association with EAA, provides organized "hangar flying" focused on building proficiency in instrument flying believing that safety and proficiency are developed through education and experience. Our monthly meetings use real world scenarios to engage our members and allow them to share and build their own experience. 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
Advanced Knowledge 2 - ½ 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!

Sporty's video with tips on using your iPad for a good preflight briefing:

<https://www.youtube.com/watch?v=DWaxKLxRA-w>

TWEED NEWS -



Thursday, May 18th 1 pm, Tweed is hosting a talk on the current TSA situation in the US with our new TSA Field Intelligence Officer **Cynthia Trask**. Her presentation is entitled "The TSA Office of Intelligence Annual Threat to Civil Aviation" and everyone is invited. Please RSVP with Kathy Grant (203.466.8833 x 109).

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 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. Renewals are \$15, which we all need to do every calendar year. 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** – 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, 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 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.

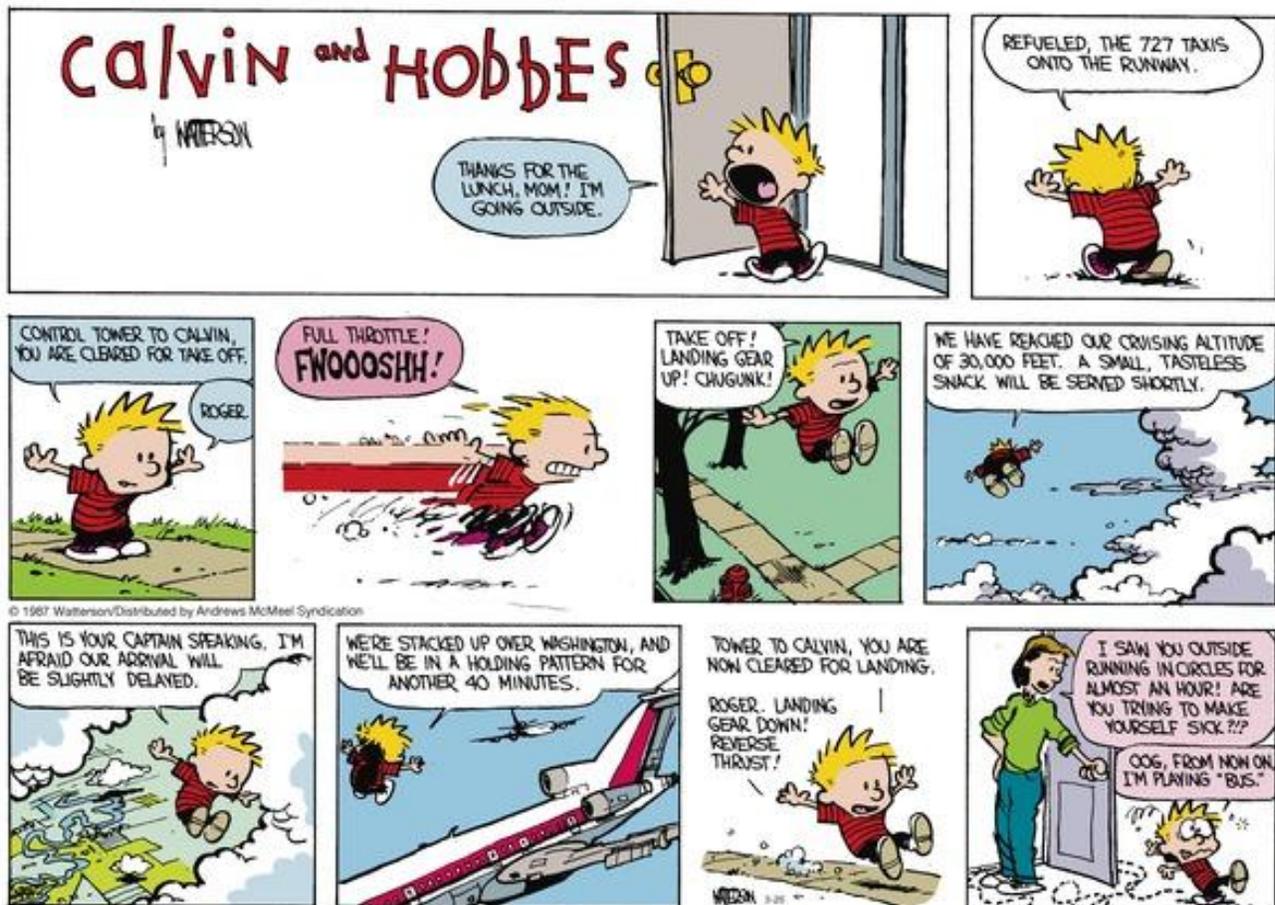
If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!

SIMULATOR -

As you may have seen in previous newsletters, the simulators have moved to the Ezra Stiles/Morse College basement computer cluster. Though the simulator will now be available to authorized Yale Undergraduate Aerospace Association members as well as Ezra Stiles and Morse undergrad students, the College Office Staff at Ezra Stiles has been very generous to work with us in creating particular times that give Yale Aviation Club prioritized use of the simulator. In order to help Ezra Stiles keep their records of authorization straight, Please fill out an authorization form you can get from Micah Luce micah@yale.edu. It includes detailed info regarding rules and regulations for all simulator users.



Anyone needing simulator access should e-mail **Ty Kamp** (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.



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