

# YALE AVIATION NEWSLETTER

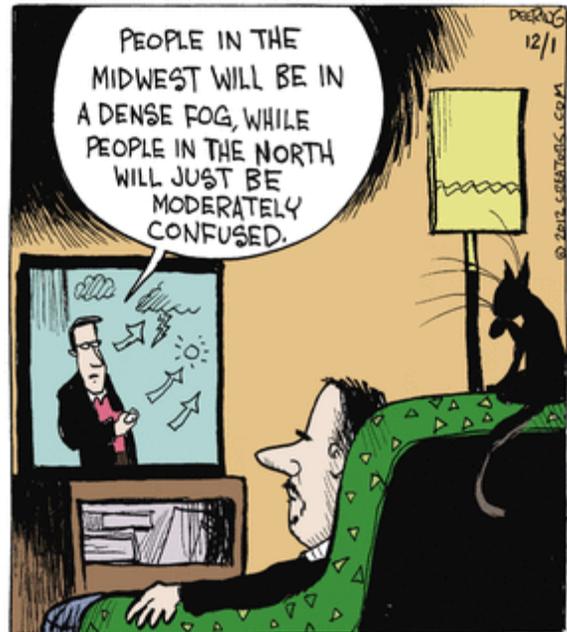
January 2013

## UPCOMING EVENTS –

- **The Young Eagles and Eagles programs** run through EAA remain a great way to introduce folks to flying and get them motivated to start to train. Contact Clarice Begemann ([claricebeg@aol.com](mailto:claricebeg@aol.com)) for more information.
- **On a similar note:** The *Aviators Model Code of Conduct for Kids*, an abridged and simplified explanation of the Aviators Model Code of Conduct (AMCC), was released January 2, 2013, by the project's Permanent Editorial Board. Written for use in the classroom with language appropriate for children, the document exposes young students to important values shared by safe and successful aviators.

These attributes are important aspects of aviation safety and can be shared with your own children, or, if you have grown children, with a school in your local area. The relevant link is: *Teaching the Aviators Model Code of Conduct to Kids* (and cover letter to educators) <http://www.secureav.com/Announcement-Kids.pdf>

- Ideas for events this year include a tour of the New England Air Museum, an April cocktail, and more breakfast/lunch flights! Interested in helping out? Contact Ty Kamp ([tahia.kamp@yale.edu](mailto:tahia.kamp@yale.edu)).



## PILOTS...

Congratulations to **Alark Saxena** on his engagement!!!

This month we have a plethora of pilot travel pictures – enjoy:



An Otter landing on the closest airport to Copan Ruinas: a grass strip near the Guatemala-Honduras border.



A Cessna 440 (close) and Dehavilland Otter (far) on the ramp at the "international airport" near Copan Ruinas in Guatemala.



Grass strips at Bonampak (left) and Yaxchitlan (above) in Guatemala, known to have served Yale archeologists, among others, for decades. A definite soft-field situation!



Charlie Skelton meets an old friend at Oshkosh: the UC-78, T50 Bamboo Bomber in which he earned his multi-engine rating.



Charlie Skelton goes skiing in the Berkshires....

## ... & PLANES

**32028** is due for its annual this month, so be sure to check the tach before you fly!



**55044** is having three items, deferred at its annual, attended to this month: its wing-walk is being replaced (see photo at left of a crack found), it has had some belly-work done (cleaned, sanded & repainted, along with installing a plate over an area with cracked rivet holes), and corroded flap hinges are being replaced. Expectations are that 044 will be ready to fly this weekend. New right-seat upholstery is also on order, so look for that soon!

**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 this 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!

Yale Aviation is a 501(c)3 organization - your contribution is tax deductible and helps promote aviation education!! **Keep Yale Aviation alive in the future as it was for you!**

**AVIATION EDUCATION & NEWS –**

**"Call the Ball!"**  
Topic: Live Webinar on Approach and Landing  
On **Tuesday, January 15, 2013 at 8:00 PM**  
Location:  
ON YOUR OWN COMPUTER!  
Bright Spot, Inc.  
  
Hilton, NY 14468

**Select Number:**  
EA2347690

**Description:**  
Navy Fighter Pilots are challenged by some of the most difficult approaches and landings known to aviation. Wouldn't it be nice if each time we landed there were a Landing Signal Officer (LSO) guiding us down, verbally coaching our approach and giving instructions on whether we were too low or slightly left of course? Or perhaps a "wave off" to let us know when we should perform a go-around? The truth is that you don't need an LSO to make safe and successful approaches and landings. By applying the concepts, procedures and best practices used by fighter pilots and the airlines, you can make great landings too! Attend this FREE live webinar and refresh your skills on the lost art of approach and landing.

**Number 1 request from ATC:** ATC asked that this recent Briefing Sheet, normally issued only to airline pilots, be sent to General Aviation (GA) pilots as well. As you can see in the 1-page document, ATC wishes that pilots are aware of the problems caused by not reading back their call sign.

The Briefing Sheet is available here: [https://www.faa.gov/air\\_traffic/operations/resources/atsap/2012/Dec/ATSAP\\_Briefing\\_Sheet\\_\(December\\_20\\_2012\).pdf](https://www.faa.gov/air_traffic/operations/resources/atsap/2012/Dec/ATSAP_Briefing_Sheet_(December_20_2012).pdf)

Let's all remember that when operating IFR or at an airport with a control tower or when using VFR Flight Following, including your call sign when responding to an instruction from ATC is the best practice!

**"Fit to Fly?"**  
Topic: Aeromedical Factors for Pilots and Passengers  
On **Tuesday, January 22, 2013 at 7:30 PM**  
Location:  
Three Wing Flying Service  
400 Great Meadow Road  
  
Stratford, CT 06615

**Select Number:**  
EA6347507

**Description:**  
Featured speaker Dr. Keith Ruskin has just returned from research at the FAA Academy-CAMI and plans to share the most recent information available to pilots. "Fit for Flight" will provide you with an understanding of the many human factors that pilots should consider before and during flights. Dr. Ruskin is a FAA Aeromedical Examiner and active pilot. He has flown numerous aircraft including the DC-3. Attend this educational program and see how your health and fitness can influence your safety and ability as a pilot. Don't miss the Wright Brothers Master Pilot Award presentation. Refreshments provided!

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

**Please contribute! Your Yale Aviation Newsletter Editor needs you!!!**

**TWEED NEWS -**

**TSA Badges** – Have you renewed? Remember that to complete 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 \$10 renewal fee (cash or check) over at West Ramp and have your new badge issued.

## ONLINE -

Check out the updated Yale Aviation website at [www.YaleAviation.org](http://www.YaleAviation.org). The team of **Tom Sobocinski**, **Ty Kamp**, and **Laura Baldwin** looks forward to your suggestions, as we continue to refine and update the information!

Are you interested in creating a Facebook presence? Let us know!

We are only missing 5 people to complete the gallery of names, faces and ratings on the website – please send Laura ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) a picture as we work to include this new feature on the site. [*Cuz ya know if you don't send me a picture, I'll be forced to find one of my own...*]

## SIMULATOR -

**Michael Quist**, president of Yale Aviation Society (YAS) is trying to create an online calendar to co-ordinate both simulator access and rides with our members. Any suggestions or ideas???

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.

~~~~~  
*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*  
~~~~~