

YALE AVIATION NEWSLETTER

October 2014

UPCOMING EVENTS –



➤ **Yale Aviation will celebrate its 50th birthday** with a dinner on **Monday, October 27th from 6 pm to 9 pm at Hangar 2 at Robinson**. Food will be provided by **The Cheese Truck** – beer is being provided by **Black Hog Brewery** (thanks **Tom Sobocinski!**) - and there will be a **Silent Auction** of flight hours, Sporty's "Learn To Fly" wall clock, YA mug (the large size!), iPhone6+ cover, and canvas bag. Have your picture taken with 044 before it gets its make-over next month.



The more people come, the more YA makes in this informal fundraiser/birthday party! Please let Ty Kamp know (ty.kamp@yale.edu) if you will join us – friends welcome!!

- **Wash & Wax Saturday Oct 25, 9 am** - Help us get 028 "dressed" for the party the following Monday! As always, food will be available.
- **Sunday Nov 2, 2014, Women Take Flight**, 10 am to 4 pm, New England Air Museum, 36 Perimeter Rd, Windsor Locks, CT. Balloonists, skydivers, pilots, engineers, re-enactors, authors. For more info, visit www.neam.org.
- **Nominations for next year – Akihiro Hashimoto** is heading up our nominations committee for positions within Yale Aviation next year (to be voted on in the annual meeting on Dec 9). In particular, we are looking for a replacement for **Jeff Welsh** as the **Airport/TSA Liason**. Interested? Contact Akihiro at ji5ngs@hotmail.com. He describes the responsibilities as:
 - Review and maintain citizenship documentation for all students and photographs for foreign students. Review and approve foreign student training requests online. Complete annual GA Security course as required by TSA. Represent YA at annual TSA audit. Facilitate and approve HVN badge applications. Coordinate badging at annual YA meeting.
- **IFR Flyers** - Anxious to fly more challenging missions as an instrument-rated pilot? Looking for a safety pilot to help with approach practice?? The Cloud Crowd has already met once, and plans to do so once a quarter going forward. Associate member **Ian Green, CFII**, has graciously offered to answer questions and lead discussions. Contact **Laura Baldwin** (lfaldwin@aol.com) if you are interested in joining the group.

Welcome to new members:

Allie Krause - I'm an undergrad studying Global Affairs. Though born in New York, I've lived in London most of my life. A tea-drinker through and through, I also enjoy hiking and travelling – and combining the two when I can! I'm new to the flying scene, but am thrilled to be joining Yale Aviation.



Ed Eisenberg – Ed got his PPL with **Charlie Skelton** in April of 2006, and is back with the club after flying with Robinson.

Air Pirep – Canada! by Ash Ranpura

Far better than owning a boat, they say, is having a friend who owns a boat. I suppose the same would be said for a cabin on a lake, or of course an airplane. We felt lucky to hit the trifecta of a friend with a boat, a friend with a cabin on a lake in Quebec, and membership in a great flying club.

I had never crossed an international border by small plane before, and wanted to share my experiences to encourage those of you who might be hoping to do the same. Flying to Canada is relatively easy, but there are some hoops to jump through. The AOPA has put together an official guide at <http://www.aopa.org/Flight-Planning/Canada> , and that serves as a reasonable pre-departure checklist of documents and permissions. In short, there are three areas of preparation that need to be undertaken well in advance of your trip: (1) paperwork for yourself and your passengers, (2) paperwork for your airplane, and (3) paperwork for your itinerary.



The first hurdle is paperwork for yourself and your passengers. My wife Susan is a British citizen, I am American, and our son has dual passports. I thought this would make customs clearance more challenging than it was; in reality, the nationalities didn't matter. We all had to have valid, current passports for the trip with no additional checks for foreign citizens. As pilot-in-command, I also needed to have an FCC "Restricted Radiotelephone Operator Permit" which allowed me to operate a mobile radio transmitter abroad. This can be obtained directly from the FCC at <http://wireless.fcc.gov/commoperators/index.htm?job=rr> . It's a lifetime license and may take a while to arrive in the mail; if you think you may ever fly abroad, it is well worth getting this piece of paperwork in hand now.

The second hurdle is paperwork for the airplane. This starts with the standard ARROW documents (airworthiness certificate, radio license, registration, operating limitations, and weight and balance), making note of the reappearance of the second R for radio license (the radio station license is no longer required for flights within the US, but is still required abroad). Next, the airplane needs to carry proof of insurance for operation in Canada. Then you will need a US Customs and Border Patrol user fee decal; that can be obtained online at <https://dtops.cbp.dhs.gov> , a rather sluggish but effective website. Finally, AOPA suggests that pilots flying aircraft registered under a corporation name obtain a notarized letter signed by a corporate board member authorizing the use of the aircraft in Canada.



I flew our beloved N55044 for this trip. Our airplane already had its ARROW paperwork neatly in place. **Charlie Skelton** very kindly left a copy of the aircraft's current insurance policy in the airplane, but when you fly you should make sure that document is current. I have obtained a CBP decal for N55044 which expires on 12/31/2014; if you fly abroad after that date, you'll need to get a new decal. I paid about \$37 for the decal plus express shipping, and I filled out all the forms online. The decal arrived at my house in about 4 days. Finally, Charlie suggested that my most recent bill from the club would be fair proof of my membership, so that's what I took with me.

The third and final hurdle is paperwork for the itinerary itself. Customs and Border Patrol on both sides of the border like to know precisely when you are departing, when you are arriving, and roughly when you're fly over the actual international border. This means you'll need to have your flight planning ducks in a row prior to approaching the paperwork; this includes planning where you will cross the border, and which designated Airport of Entry you will land at in order to clear customs. The central way to coordinate this process is through the Electronic Advanced Passenger Information System, or eAPIS <https://eapis.cbp.dhs.gov>. You will need to create an eAPIS account, then create a passenger manifest and flight plan (beginning, end, and timing only) for each trip you take over the border. That means you'll need one eAPIS manifest for the flight to Canada, and a second eAPIS manifest for your return home.

Once you've created the eAPIS manifests (and received and printed out your email confirmations), you can telephone Customs and Border Patrol directly. You should call the Canadian CBP (1-888-226-7277) to let them know which Airport of Entry you will use, and when they can expect you to be there. They will want to know the name of an FBO on the field where they can expect you, and they will likely want you to arrive within their business hours of M-F 9:00-16:00 local time.

Once you are booked in with the Canadian CBP, it's time to telephone the American agency to arrange your return home. You'll need to find the telephone number of the local field office for your designed Airport of Entry in the USA. Tweed Airport is an AOE, with a field office in New Haven. We chose to land in Schenectady for fuel, and therefore made arrangements the field office in Albany. The American system is a bit stricter than the Canadian one, in that Canada doesn't tend to send customs agents out to meet most flights, whereas when you land in the US, you will always be met by uniformed (and probably armed) customs officials. On the plus side, the American agents are happy to meet your flight any time of day or night, as long as you tell them well in advance.

These eAPIS manifests and telephone calls can be completed as far in advance as you like. The good thing about the system is that minor changes in timing and route don't require you to re-file eAPIS manifests; you can just telephone the border agency to let them know about your new plans.



The last item on the itinerary checklist is charts. Canadian paper charts (beautifully laminated in plastic) are available from Sporty's Pilot Shop. Foreflight Mobile on the iPad requires an extra Canadian subscription in order to supply IFR procedures and airport information over the border. I didn't want to pay \$150 more for that, and it turned out that Foreflight's VFR and IFR charts extend well up into Canada anyway. I downloaded all of the approach plates into Foreflight's "documents" section as PDF files, and I had printouts of the Canadian AFD information for all of my airports and alternates. There is some pleasure in going back to the pre-iPad world of having a bit of paper in your bag!

While I cleared these three bureaucratic hurdles, Susan made a fresh batch of granola for our hosts and packed up the swim suits and the camera. N55044 was in good form, and on Friday we flew out of New Haven under a high layer of clouds. It was a beautiful flight up to Schenectady, with pristine green views of Great Barrington and a fun clearance almost directly over Albany airport. At Schenectady, we had a cup of coffee and a sandwich while I filed my VFR flight plan. A flight plan of some kind (IFR or VFR) is required for all international flights; on departure you can use the standard FAA domestic form, but on return you must adhere to the ICAO convention. Luckily Foreflight on my iPad took care of these little differences for me, and I e-filed quickly from the comfort of Richmor Aviation's lounge. We were on time so no additional call to the Canadian CBP was necessary, and having filed eAPIS, the American authorities didn't need a call either.

The flight over the border itself was surprisingly uncomplicated. We were seamlessly handed off from Boston Center to Montreal Radio, with only a smattering of French radio slang to signify the change. Foreflight's GPS position stayed locked on, and charting was uninterrupted.

Montreal guided us in to our Airport of Entry, Gatineau Executive, just outside of Ottawa. Gatineau is a sleepy little field with a friendly staff. The lineman gave us coffee from his own flask when he learned that we had forgotten to bring Canadian dollars, and our banks decided to block our ATM cards (we had told them that we would be traveling, but this did not seem to matter).

Coffee in hand, we made an easy call to the Canadian Border Patrol to report that we had arrived in the country. They welcomed us to Canada with no further ado, gave us a report number, and told us that it would not be necessary for agents to meet the flight.

That process was much easier than calling our bank when our credit cards were declined; our cell phones were out of reception, and collect calling was mindlessly complicated by automated telephone robots. Eventually we were able to reach a live human being, release our accounts, and pay our fuel bill.

Re-fueled and re-caffeinated, we hopped back in N55044 and proceeded north with an uneventful easy VFR flight to tiny little Maniwaki airfield. The FBO owner spoke very little English, but had perfected the art of the hand gesture. We understood that we were free to park for as long as we wanted, and that our rental car was waiting for us in his parking lot.

There followed a fantastic weekend on the lake with good food, great wine, and wonderful company. We went boating, contemplated fishing in the rain, and stayed up late with old friends.

The night prior to our return home, I e-filed a VFR flight plan from a restaurant near our friend's cabin. I also realized that the early start I had planned was unlikely to happen, so I called the US Customs and Border patrol office in Albany to let them know we would be about 2 hours later than we had planned. They were very accommodating about that, and it let us have a bit more of a lie-in the next morning.



When we got back to Maniwaki field, I got my final weather briefing and activated my VFR flight plan by telephone (1-866-WX-BRIEF in Canada). We took off under a thin layer of cloud, did a quick flyby past our friends gathered on the end of their dock, and headed back south to Schenectady. We had another seamless transition from Canadian to US air traffic control, and made another visual approach to land. On the ground in Schenectady two rather intimidating looking armed CBP officers were waiting for us -- I have a nightmare about being met on the ground by law enforcement, so this was not such a pleasant sight!

Luckily all of our paperwork was in order and the visit was pleasant enough. The CBP officials asked to see the Customs decal on the aircraft, then asked a standard series of questions to ascertain whether we were carrying an banned or taxable items over the border. Satisfied that we were not, they stamped our passports and welcomed us back home.

Our flight back to New Haven was one of the most satisfying that I remember. We were in brilliant sunshine, with the remains of a few puffs spent rainclouds adding to the scenery. We'd had a marvelous weekend with old friends, and instead of an exhausting 12 hour drive, we'd had a fun 3.5 hour flight. This was the reason I got a pilot's license in the first place; the feeling of a magical, nearly borderless world where doors are open and even the sky isn't a limit.

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 is A-OK.

55044 will be out of service for a few months starting the second week of November due to painting scheduled at AeroDesign. Radio reception (NOT transmission) in the 119-area frequencies seems to be better, but not perfect. The radios are now switched into the general nav/comm switch, so **DO NOT be surprised when you can't hear your passenger until you flip that switch!** Meanwhile, the passenger seat has been recovered with a vinyl seatcover that should protect it going forward (who knew that using the seat to get into the plane could cause such wear?). As always, **please be sure to put the cover back on 044 every time you fly.** Plans change too frequently not to!

Pictures from KHVN (they've been hosting some interesting guests of late!):



Prepping for the presidential TFR Oct 15; THIS is why 14/32 is closed today!



Note the creative use of a sectional, and the "steering wheel" yoke!



AVIATION EDUCATION & NEWS –

"2014 Meriden Airport Fly-In"

Topic: Ask the AME, Aircraft Ditching, How Does it Fly and Intro to EAA

On Saturday October 18, 2014 at 09:30 Eastern Daylight Time

Location:

**Meriden Airport
213 Evansville Ave.
Terminal Building
Meriden, CT 06450**

Description:

These Seminars Have Something for Every Aviator. Four topics back to back: 9:30: Common medicals issues and aero medical certification. Interactive presentation, bring your questions. 10:45: Learn how to prepare to survive an aircraft ditching in a guided group discussion. 12:00: Learn the science behind the basic aerodynamic principals that keep us safe every time we fly. A fun filled session with a science educator and a unique flight instructor. 1:30: Introduction to Amateur built aircraft.

Find out if it is for you? See the additional Information section in this announcement as well as the attachments. Don't miss this event. Click the link below and register TODAY.

To view further details and registration information for this seminar, [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 <http://FAASafety.gov>.

"Hartford IMC Club Monthly Meeting"

Topic: Mastering The Art Of Instrument Navigation & Instrument Training Scenario Discussion
On Tuesday, October 28, 2014 at 18:00

Location:

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

Select Number:

EA6358115

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. At this meeting we will

present and discuss another instrument flying scenario followed by the popular 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**

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

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

Send me some suggestions, folks!

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! Although there are still a few stickers, in general we have decided to make purchasing YA-logged merchandise easy for our members by setting up two online "storefronts," one at Customized Girl (<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<http://www.zazzle.com/yaleaviationstore>). What you order 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!

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.

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!!



YALE AVIATION HISTORY -



THIS IS THE FIFTH IN A MULTI-PART SERIES ON YALE AVIATION HISTORY IN ANTICIPATION OF OUR 50TH ANNIVERSARY THIS FALL. THE EDITOR IS GRATEFUL TO HANK GALPIN FOR HIS WILLINGNESS TO DO THIS!

Yale Aviation History – Chapter Six:

Support for Professor Hanson's speed record attempt coalesced by March, 1966, a mere two months after Hanson's letter to Aviation Week. Six major American businesses and one individual (identified only as a member of the Yale Corporation) stepped up to offer engineering services, parts, and money. We will identify all the participants next month in Chapter Seven.

On March 16, 1966, the Yale Daily News published a feature article about Professor Hanson, his Bearcat, and the impending record attempt. This article was also published in the Hartford Courant. The Courant sent me a check for \$12, and I knew right then that journalism was not going to be my vocation.



BEARCAT HONED FOR SPEED

(Continued from Page 1) The Federation Aeronautique Internationale, a French group that certifies all world airplane records, lists the record at 469.22 mph, and the holder is a Messerschmitt Me 109R, flown by German test pilot Fritz Wendel in May, 1939.

The Me 109, an operational fighter in the German Luftwaffe, was listed as the record holder for propaganda purposes. The record was actually set by the prototype Me 209, a plane with very poor flight characteristics which burned nearly as much coolant as gasoline.

Mr. Wendel estimated that "the working life of the souped-up Me 209 engine would be but a half-hour at the very most." (Mr. Hanson's reaction: "I wish I could get my hands on that!") The German test pilot crashed one of the prototypes, but he survived and is still alive today.

Preparing an airplane for an assault on the speed record is prohibitively expensive for an individual. Modifications to Mr. Hanson's Bearcat may well cost \$1000 for every mile per hour gained above 450 mph. (The Goodyear Tire and Rubber Company gave Craig Breedlove an initial \$25,000 for his successful land speed record attempt and wound up shelling out \$600,000.)

However, the oil company looming as the principal backer for Mr. Hanson is not likely to find greater advertising potential, prestige, and status in the industry than the "Flying Professor." A sparkplug manufacturer, a tire company, and others are likely to jump on the bandwagon and reap the publicity.

In Order to Qualify

Merely preparing an application to the FAI is expensive. Mr. Hanson's signature on the dotted line costs \$2000. Fifteen French officials have to be brought in to measure the course and certify the record.

"bent-wing" Corsair F4U-3. (He also logged some time in the Corsair F4U-1, known as the "Ensign Eliminator" due to extremely poor pilot visibility.)

The young pilot earned the Distinguished Flying Cross for 54 carrier-based missions. A "hot" pilot then, as now, Hanson is remembered as the man who looped the Golden Gate Bridge. "My promotion was held up 22 months because of that," he said.

Several major modifications to the Bearcat are planned along with many minor ones before it attacks the record:

- Engine: Flying low in thick, turbulent air, brute power is perhaps the most important component for a record-breaker. A Yale alumnus and member of the Yale Corporation who is prominent in the aviation industry has agreed to loan the Hanson syndicate an R 2800, CB-16 engine. This powerplant, built for the DC-6 transport, will develop about 3,000 horsepower with additives of water methanol or hydrogen peroxide injection. (Nitro-glycerine injection, or "dynamite pills," is not conducive to long engine life, joked Professor Hanson.)

- Propeller: Top speed at high rpm's is critical. The shovel-bladed Skyrader prop is being considered for its bite, though it is thick and has a large amount of drag, the bugaboo of aerody-

namics. A high-speed propeller from the ill-fated Electra I is available for a cool \$25,000.

- Spinner: Hanson currently has a P-51 Mustang spinner but hopes to replace it with the spinner from a P2V Ventura which will make a cleaner break of the air envelope the plane must fly through.

- Wings: The present plan is to chop about three feet off each wing tip. This will reduce lateral stability and sacrifice aerobatic performance for speed.

- Tail: The blunt tail of the Bearcat will be molded to a knife edge, facilitating passage of the tear-drop shaped fuselage through the air without drag-producing turbulence.

- Canopy: Hanson's stock canopy, a mere bubble, costs about 30-40 mph due to drag. Professor Hanson's sketch for a new one reduces it almost to the function of a skylight. However, in the nose-high attitudes planes assume for speeds approaching Mach .9, the visibility should be sufficient.

- Landing attitude will be unusually nose-high because of loss of lift from the chopped wings. Mr. Hanson has proposed a canopy that swings up in front of the pilot like a motorcycle windshield. An inflatable seat will enable him to sit up high enough to see down and around



PROFESSOR HANSON'S BEARCAT was painted coal black before air show trim was added. Tremendous torque makes right-hand rolls extremely difficult.

the cowl while landing.

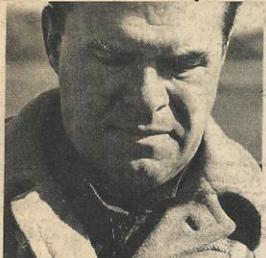
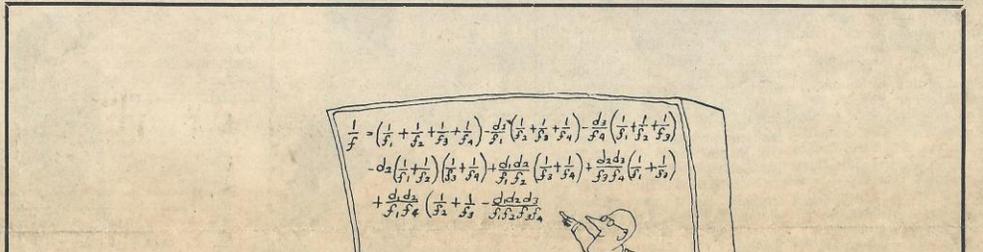
Three Competitors

Mr. Hanson's verbal assault on the speed record by way of the letters page in Aviation Week and Space Technology has smoked out the competition. Three "hot rods" are already entered in the Los Angeles National Air Races, scheduled for Memorial Day weekend. The race promoter ambitiously

hopes to include European and Russian entrants in the eliminations for the speed record. (Edwards Air Force Base nearby is an FAI-approved course.)

Darryl Greenaier, aeronautical engineer and Lockheed test pilot, leads the field with a Bearcat radically modified for closed course pylon events. Greenaier

(Continued on Page 5)



Flying Magazine

FLYING PHILOSOPHER

The course is three kilometers in length. Without ever exceeding about 3000 feet in altitude during the entire run of two passes in each direction, the qualifying aircraft must hit the traps in a ribbon of air 50 to 300 meters high.

No landings are permitted until after the final pass. Hanson will have a fuel problem if his present 185 gallon tank is to remain. The 2250 horsepower engine now in the Bearcat burns 310 gallons per hour with the throttle fire-walled.

The F8F Bearcat was developed by the Grumman Aircraft Company at the end of World War II, and was never used operationally.

Mr. Hanson's F8F-2 was manufactured in 1948, and the Pratt and Whitney radial engine is capable of 2450 horsepower with water injection. Turning a 13-foot propeller, this powerplant hauled the 'Cat from standstill to 10,000 feet in 81 seconds, a world's record until it was broken by jets in 1954.

The 'Ensign Eliminator'

Mr. Hanson's credentials as a pilot are impressive. As a 19-year-old Marine fighter pilot during World War II Hanson flew 2,600 hours, including 2000 in the

by Henry M. Galpin

Norwood Russell Hanson has so many feathers in his cap already that he could take to the air by himself. Yet, with an insatiable passion for adventure and glamor, he has challenged the world speed record for single-engine, piston-powered aircraft.

Mr. Hanson, professor of the philosophy of science, has the basic equipment for the record-breaking attempt, his own Grumman F8F-2 Bearcat, and someone else's money is just around the corner. It is likely that an arrangement with an undisclosed major oil company will be concluded in the next few weeks.

"There is not one nickel in this for me," claims Mr. Hanson, whose major concern is getting the record back to America. Germany has held the record (470 mph) since 1939.

Yale's ebullient, self-styled "Flying Professor" bought his Bearcat in 1961, specifically for an assault on the record.

After sinking \$25,000 into "the fastest prop-driven fighter ever built," Mr. Hanson began giving flying air shows to make up his losses and operating expenses. He looked to the aviation industry for financial backing but received no response to hundreds of letters.

Then, in January of this year, Mr. Hanson published a letter in Aviation

Week and Space Technology lamenting the anomaly of cars at Bonneville regularly exceeding the land speed record while "entrepreneurs bent on securing tomorrow's jet and missile contracts" gave him the cold shoulder.

'Ask for Brand X'

This time the response was explosive. Two Yale graduates, employed as chemical and mechanical engineers by a major oil company, instantly recognized the advertising potential of sponsoring the professor and his Bearcat. ("Visualize 'Ask for Brand X' on the fuselage!" one of them wrote ecstatically to the company's advertising manager.)

Another party has promised to loan Mr. Hanson a new engine worth about \$85,000. The professor is "99 percent certain" that a working agreement will be concluded soon. Plans that would turn the professor's Bearcat into a 500 mph bomb have been drawn up and tentatively accepted.

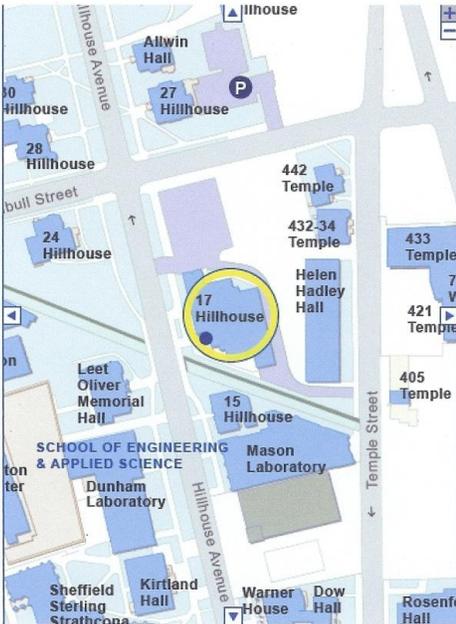
Total costs for modifications to the plane have been pegged at approximately \$50,000.

But Mr. Hanson faces competition in his quest. As a result of his correspondence in Aviation Week and Space Technology "The competition has come out of the woodwork," he said. Three other pilots have declared themselves contenders.

(Continued on Page 3)

Coming in the November newsletter: The Bearcat speed record attempt is shot down by the politics of space exploration.

SIMULATOR -



The simulator is currently located in room 227 at 17 Hillhouse Ave., across and down the street from Dunham Lab where the simulator had been housed. Once you enter, take the elevator to 2nd floor. Turn left coming off the elevator.

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.

LOOSE PARTS

BY DAVE BLAZEK



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