



YALE AVIATION NEWSLETTER

February 2014

UPCOMING EVENTS –

➤ The painting of N55044 is still tentatively scheduled for early March. Bad weather has meant delays at Aero Design (www.aerodesignconcepts.com) - we will keep you posted on 044's availability. However, if you are interested in helping to revamp and update the interior, do let **Laura Baldwin** (lfbaldwin@aol.com) know.

➤ **Ty Kamp** is looking into bringing this film to campus – look for more information later this year!

A unique and riveting theatrical experience, **CHARLIE VICTOR ROMEO (CVR)** is a performance documentary derived entirely from the Cockpit Voice Recorder transcripts of six major real-life airline emergencies. Charlie Victor Romeo puts the audience inside the tension-filled cockpits of actual flights in distress, offering a fascinating portrait of the psychology of crisis and a person's will to live to the last second. Embraced by the aviation community for its unsparing truthfulness and its non-sensational approach, Charlie Victor Romeo was filmed in 2000 by the US Air Force as a training video for pilots. The theatrical production of CVR has been observed by West Point cadets enrolled in courses studying engineering psychology and human error. CVR has also generated great interest from the medical community and has performed for conferences of physicians and healthcare administrators studying the effects of human error and emergencies in the medical context.

➤ 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/

➤ 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) or **Jill Levine** (jillp95@aol.com) with your ideas!!!

PILOTS...



Al Johnson receiving the Charlie Taylor Master Mechanic Award

Winter Operations – 1/29/2014, Robinson Hangar

After a touching ceremony recognizing Al Johnson's receipt of the "Charlie Taylor Master Mechanic Award", FAASTeam's David Faile presented an interesting overview of operating an airplane in winter weather. David was a flight instructor out of Northampton all winter, so he knows how to deal with the climate of the northeast!

In spite of the cold, one can NOT shortchange the preflight inspection. Blowing snow can pack into all the spaces and crevices (think engine compartment), and ice & melted snow that refreezes at night can be both hard to see and lock or jam controls. One needs to be sure to clean off ALL the snow and frost – even a little bit will decrease lift up to 30%.

Reviewing the POH will give you the best specific instructions for cold weather operation for your airplane, but things to consider include:

- Be sure to pre-heat the engine, especially when it is very cold. Cold oil is THICK oil, and while cold-weather oil will help, it is no substitute for heating the engine up well so the oil can flow & lubricate.



Ken Robinson congratulating former employee Al Johnson

- The battery is also less effective when cold, so heating the battery can give you more cranking power when dealing with a sluggish, cold engine.
- Be sure to RE-preheat if your aircraft is left out more than 3 or 4 hours.
- Leave your tanks full so there will be little possibility of condensation. Remember that ice floats, and bringing your aircraft inside a hangar can melt condensed water, which might refreeze in your lines if you do not do a complete fuel check. Temperature changes of, say, 40F – 10F (very possible with warm days and cold nights in CT) are particularly conducive to condensation. [Note that the high humidity in Florida will also give you water condensation, even though those temperatures are warmer (say 80F to 40F)]
- Check with the locals – local mechanics will often know the best techniques for local conditions.



Take-offs and landings at Twin Lakes (courtesy of CAS)



Paul Cleary, Clarice Begemann, and Nico Britton prepare to take notes.

Now that you are ready to fly, you need to consider some of the issues you may have beyond rushing the pre-flight. Being able to maneuver on an icy taxiway or runway is a skill best learned with an experienced instructor in the right seat. Landing at, say, the frozen Alton Lake airport (currently open for business) takes some art. Although heat is often NOT an issue when in the air, remember that cabin heat comes off the exhaust – no one should fly without a carbon dioxide detector that is checked regularly in flight. And get a good weather briefing. Fast-moving fronts, strong & gusting winds, blowing & drifting snow, and icing require much more careful planning than summer VFR flying. You **cannot** climb out of an icing situation in most SEL aircraft, so always keep a couple of outs. Dress for the emergency you hope you won't have – take blankets and boots, even if flying back from warm weather in Florida. Survival seminars, such as the one recently given at KHFD, can be a great investment in risk-management. Remember that many remote airfields will have closed FBOs and no fuel, so be prepared. White-out conditions are IFR – don't be in a rush to land in bad weather. Often waiting 20 minutes will help convert a tragic landing into a successful one (if fuel supplies allow).

Contact **Clarice Begemann** (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 has raised more than 23K, (thanks **Clarice Begemann & Fred Smith!**) 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 up and flying, when not snowed in.

55044 has 13 more Tach hours before its next 100 hr. **Charlie Skelton** will find out at the end of this month when it will be going in for painting. Meanwhile, he and **Laura Baldwin** are working on supplying new trim pieces (using Vantage Plane Plastics www.planeplastics.com) and recovering the door panel!

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 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.



Charlie Skelton with a Piper Cub ready for take-off on snow.

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!*

AVIATION EDUCATION & NEWS –

"Mastering the Art of Instrument Navigation"

Topic: An Introduction to Scenario Based Learning and the IMC Club International

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

Location:

Meriden Airport Meeting Room
213 Evansville Ave
Meriden, CT 06451

Select Number:
EA6153813

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 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**

[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!

Want to see the power of wind? Check out this link to see a 747 lifting in place:

<http://m.youtube.com/watch?v=cHhZwvdRR5c>

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 -

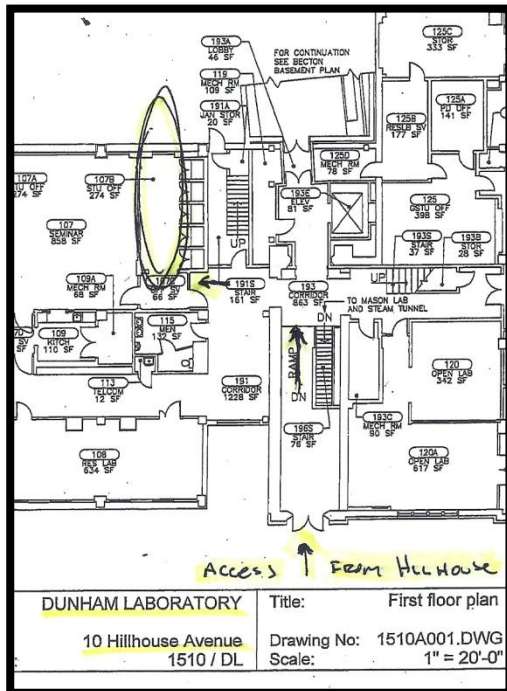
YA MERCHANDISE! Only stickers (2 sizes) remain, but we will be making another order come spring. Stickers are \$1 or 50 cents (depending on size). Contact Laura Baldwin (lfbaldwin@aol.com) for more info.

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. Email **Tom Sobocinski** (tom@caseusnewhaven.com) or **Laura Baldwin** (lfbaldwin@aol.com) to be invited to join this closed group.



Remember pictures can also be posted on our Yale Aviation website at www.YaleAviation.org.

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) the alpha-numeric code on the back of their Yale IDs. Those without Yale IDs need to enter with Charlie, who can arrange access.

Sporty's Flying Club Rebate Program

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.

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!!



(Apologies for an old joke – the editor has been working on her approaches too long!)