



YALE AVIATION NEWSLETTER

August 2014

UPCOMING EVENTS –

- Tour of KHPN with **Jeremy Owings** as our guide is planned for **Saturday, September 6 at noon**. Folks can either fly or drive – but please RSVP to Ty Kamp (tahia.kamp@yale.edu) ASAP so we can confirm this event and give you parking instructions!
- **Yale Aviation will celebrate its 50th birthday this fall**. Thoughts are a dinner to celebrate on Monday, October 27th. Please let Laura Baldwin (lfbaldwin@aol.com) if this date works for you!
- Anxious to fly more challenging missions as an instrument-rated pilot? Looking for a safety pilot to help with approach practice?? We are hoping to pull together a sub-list of members [IFR Flyers is the name suggested] who would like to share & encourage the growth of experience, especially in soft IMC. Interested? Contact **Laura Baldwin** (lfbaldwin@aol.com). In addition, check out www.imcclubs.org.
- What would YOU like to do this year?? Contact **Ty Kamp** (tahia.kamp@yale.edu) or **Jill Levine** (jillp95@aol.com) with your ideas!!!

PILOTS...



Success! Ben Baumgaertner became a private pilot on July 29 (shown here with his grandmother, who was off for a ride with him in 028 this week). Congratulations and best wishes to Ben at Purdue in the fall!

Congrats to **Mirai Hashimoto**, who just completed her



commercial seaplane rating (see article below)!

Roberto Gonzalez-Echevarria took his grandson Michael to Orange County for lunch – a great time was had by all.

Seaplane Rating – Report by **Mirai Hashimoto**

I just finished getting my sea plane rating at Sport Flying of CT(<http://www.sportflyingct.com/>) in Plymouth, CT north of Waterbury this past Monday. Both instructors were very friendly and knowledgeable.

This rating was a two day course where there are about 2.5 hours of flight instruction and 30 minutes of ground instruction. The following day, you have your checkride.



The aircraft that I used was a Piper Cub. It was my second time flying an aircraft with tandem seating (my first was a glider back in AZ). I felt like a bush pilot flying very low and brushing up against tree tops. Typically in a land airplane the take off is the easiest part and landing is the most challenging. However with a seaplane, it is opposite.

I learned normal, glassy water and rough water takeoffs/landings here at Sport Flying of CT. I thought that the flight experience is definitely different and much more enjoyable than a land plane. Everyone should try landing in

the sea! Such a cool experience!

Summer flying - The following snaps show just some of the airports with on-field (or close) dining within a 90 minute flight area. Enjoy! **[Got any good suggestions of your own? Send them to me, or better yet, send me a photo of you there!]**

Orange County KMGJ (Culinary Creations):



Block Island KBID (Bethany's Diner):



Keene Airport KEEN (Country Kettle):



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 has had its annual, and a hole was discovered in the exhaust pipe. At the same time, the mufflers were changed as they were showing signs of wear. The door latch was replaced, but be careful – it is still a bit tough to close. New sun reflectors are in Charlie's car and ready to go back into 044. Radio reception (NOT transmission) in the 119-area frequencies

continues to be a problem but can be improved if you pull the static button out. Mike at Stellar will be working on this problem at the end of the month. **Please be sure to put the cover back on 044 every time you fly.** Plans change too frequently not to!



AVIATION EDUCATION & NEWS –

I would like to share with you the opportunity to hear from the CT aviation pioneer, Mary Goodrich Jenson, Connecticut's first woman to acquire a pilot's license, in the play *Paper Airplanes*. This 15 minute production is being presented to museum visitors live every Tuesday at 11:00 and 1:30 over the course of the summer through August 19, National Aviation Day. *Paper Airplanes* is the first of a series of short plays bringing to life some of Connecticut's early aviation pioneers. These are stories seldom told but fascinating to hear. Hope you will consider joining us one Tuesday this summer.

Sincerely,
Caroline
New England Air Museum

"Aircraft Systems and Emergencies"

Topic: Focus On The Piper PA-28 Series Aircraft
On Thursday, August 21, 2014 at 19:00

Location:
The Old Firehouse
50 Whiting Street
Up Stairs
Plainville, CT 06062

Select Number:
EA6357207

Description:

Understanding the systems specific to the aircraft you fly can give you peace of mind, as well as save you in an emergency. This seminar will explore all of the common aircraft systems, fuel, electrical, control systems and

some of the lesser-known systems (pitot-static drains, emergency avionics switch) in the Piper Cherokee-series (PA-28) aircraft. This information will then be demonstrated how it can be put to use during various in-flight emergencies, or even to prevent the emergency from occurring in the first place. This seminar is focused on the PA-28, much of it is also applicable to other aircraft. This seminar is hosted by Silver City Flying Club. Click on the link below to register TODAY!

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

The sponsor for this seminar is: **The FAA Safety Team**

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

"Hartford IMC Club Monthly Meeting"

Topic: Mastering The Art Of Instrument Navigation & Instrument Training Scenario Discussion
On Tuesday, August 26, 2014 at 18:00

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

Select Number:
EA6357167

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. Another instrument scenario to be presented and discussed; "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**

Last month a FAASTeam seminar sponsored in part by the 99's up at Meriden on "**Proficiency Matters - Are You Ready for In-Flight Emergencies?**" took place. This was a fascinating and informative talk given by Graeme J W Smith, owner of a Cessna 152

that had an engine stop at 6000 ft due to carburetor icing. Because he is constantly practicing glides, diversions, power-off landings, and keeping his skills sharp through outings with a different CFI every 6 weeks and WINGS courses every month, he was able to handle this situation and land at an airport 12 miles away. Check out Graeme's blog



<http://graemejwsmith.com/> for more information on this relatively new pilot who has already racked up 1000 hours! He is living the mantra "Preparation, practice, and proficiency prevent poor performance".

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



Our own Charlie Skelton is seen at left pulling rivets (lots and lots of rivets!) in EAA's "One Week Wonder" event at Oshkosh, where participants put together a flyable kit plane in just one week. Check out its maiden voyage at <https://www.eaa.org/en/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/2014-08-5-one-week-wonder-makes-first-flight>.

Tom Haines, host of AOPA Live This Week, the regular video newscast covering the aviation world, interviewed Marc Wortman with "The Millionaires' Unit" documentary film makers Darroch Greer and Ron King. You can watch the Week of August 7 video online, with the segment about TMU starting at 11:30 mins into the video, on youtube: <https://m.youtube.com/watch?v=3xjT1GVBslo>

If you want to watch a heart-warming video, try this one about saving the DC3 Lidia from a snowfield in Antarctica: <http://m.youtube.com/watch?v=9ruArctYYbM&feature=youtu.be>

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-logoed 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 (lfaldwin@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 FOURTH 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 Four:

I hope my few readers have found the first three chapters of Yale Aviation history fairly interesting. Chapter Four will probably set the standard for most boring, but I'm going to submit two documents for your perusal anyway. Please be kind enough to at least read my commentary.

President Fred Smith's first annual report of Yale Aviation operations was sent to all members on October 1st, 1965. The organization was meeting its obligations, and the future was bright. A year later, when the second annual report came out over my signature, it read substantially the same. It was generated from Howard Weaver's office in Woodbridge Hall, and I had nothing to do with its composition.

My business acumen at that time was woeful, and Fred later became a business superstar, but I can't help thinking that maybe both annual reports were written by Weaver or his very capable secretary.

The second document is an ad that appeared in the Yale Daily News, probably in the fall of 1965. It was written by me; I don't recall if it was effective or not. Of the 27 undergraduates listed, seven were involved with Yale hockey, from Dunny Barney who was a committed fan, to Jack Morrison, who became an All-American. John Kerry was a very good hockey player who decided to concentrate on debate instead. He is now Secretary of State.

Among the list of graduate students I would like to single out Mike Levine. Fifty years ago the IBM 360 at the Computer Center ran on stacks of punch cards, and students had to reserve time on the machine. Mike Levine put Yale Aviation on the computer which facilitated our management of the organization.

(Continued on Page 7) 'too sure. No long speeches, but

BE A PILOT!



Interested in Flying?

1) Talk to our pilots

| | | | | |
|---|--|---|---|---|
| UNDERGRADUATES: Dunny Barney Rick Blanecke Robert Bogue Lawrence Braman Mike Brooks Jief Brown Curtis Burkhead Jack Caray Ted Caray James Collin | David Copp Paul Dyer Henry Famer Les Galbraith Mark Gentry John Hootner John Kerry Jack Morrison Doug Schiefel | John Shore Fred Smith Edward Stewart Sid Towle Sandy Trever Garry Van Schaick GRAD. STUDENTS Charles Baird David Cho Philip Gullman Peter Klodmann Howard Knight | Mike Levine Niall Mercer James Whinger Wyllis Terry Richard Williams FACULTY and STAFF: Edwin V. Bishop Richard J. Blume Dr. Robert Bradburn Chas. H. Brewer | Barry E. Collins Mary Cooke James M. Dabbs Norman R. Hanson Dr. Peter S. Hault Capt. Jack B. Jones Dr. Fred S. Koster Dr. Harvey Liebhaber Dr. Rob. O. Rawson Patricia Ann Shaw Howard S. Weaver Rob. C. Wilhelm |
|---|--|---|---|---|

2) Come to 114 WLH tonight at 7:30
(or write 1935 Yale Station)

Yale Aviation

Yale Aviation, Inc. is a non-profit educational organization devoted to flight training and practice. Summer and school year programs are open to undergraduates, graduate students, graduates, Faculty and staff.

Yale Aviation, Inc.  1935 Yale Station, New Haven, Conn. 06520

October 1, 1965

ANNUAL REPORT OF THE PRESIDENT OF YALE AVIATION, INC. 1964-65

A year ago Yale Aviation was in the process of formation and we were entirely uncertain of its future for that academic year, not to mention the long-term future.

Now I am happy to report to you that our first year of operations was successful and that the organization is in sound condition for the future. We are proposing to expand operations.

As a basis for a program of flight training and flying practice during our first year we set targets of 30 students and pilots to be enrolled in the program and a minimum of 500 hours to be flown. We achieved an active enrollment of 35 and flew 714 hours. In terms of training, 22 new pilots were soloed and 10 new pilots gained private licenses during the period.

Our first year's budget anticipated an activity amounting to \$9,471, including payments on a new Cherokee 140 aircraft. Our actual budget amounted to \$16,561 in income and \$13,017 in expenses, leaving an excess of income over expense of \$1,544. In part this surplus represents certain fixed costs which were projected in our cost estimates but were forgiven for the first year. We enter our second year, therefore, in healthy financial condition.

Our enrollment is similarly sound. We had 22 active in the summer program, which was far more than had been anticipated, and we are beginning this year with more than 40 in the program. The Directors have therefore given careful consideration to the question of adding equipment. We have determined that no fewer than 20 new enrollments must be achieved before additional purchase of aircraft will be justified, and we have also determined that the type of aircraft suitable for this expanded enrollment would be a four-place, fixed gear aircraft with adequate instruments for instrument and cross-country practice, and also suitable as a routine trainer for beginning pilots.

Certain policies and procedures have served us well in our first year, and it is well to mention them in this report.

First, our desire to work closely with the fixed-base operator, New Haven Airways, has been well fulfilled. We are grateful to New Haven Airways for splendid cooperation, for joining with us in insisting on highest standards, and for welcoming this sizeable influx of student activity at Tweed-New Haven Airport.

Second, our program has realized its objective of providing a genuine educational effort aimed at high standards of training, practice, and safety. Recognition was given to these purposes in the trade magazine "Aviation Week" last August when it said in a column by its Executive Editor,

"Flying is learning, and the educational purpose and implementation of the Yale club could well rub off on those colleges and universities which are still landlocked."

Third, our budgetary planning and insurance program saw us through a time of trouble of the sort which might well have been a hardship for a fledgling endeavor. A relatively minor but expensive accident was met and overcome with a minimum of difficulty, albeit with some scheduling inconvenience, and without financial loss.

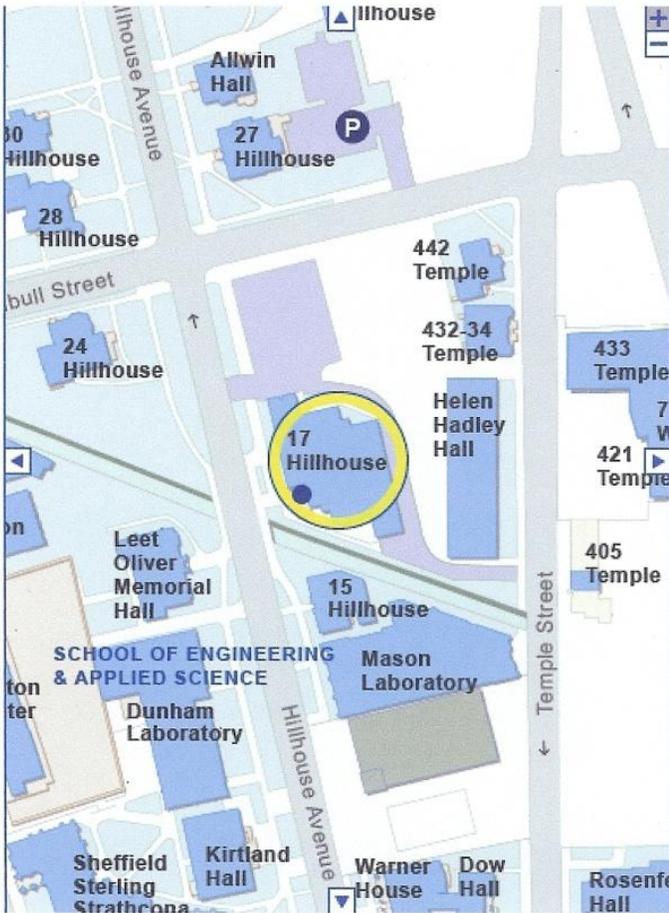
Fourth, we were favored with some unsolicited contributions from interested alumni who volunteered to show their endorsement of our purposes in this way. Their contributions were used to lower or defray some costs of students whose means for continuing training were limited. It is my hope that in this small effort we see the significant start of a program of scholarship aid and reduction of hourly rates in this program.

As we move ahead and anticipate expansion, I emphasize again our firm determination to provide at reasonable cost the best educational program in aviation we can achieve, insisting always on equipment, instruction, safety measures, and degrees of increasing proficiency which will be of recognized excellence.

Frederick W. Smith, 1966
President

Coming in the September newsletter: Professor

Hanson's letter to Aviation Week and Space Technology magazine and another article about "The Flying Professor" in Flying magazine.



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.



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