

YALE AVIATION NEWSLETTER

March 2017

UPCOMING EVENTS –

- **Mory's Hangar-Flying Social – Thursday, March 16th, 5:30 pm.** We'll meet at the Temple Bar for drinks then to the Captain's Room, where our member & AME **Dr. Auguste Fortin** will be giving a presentation on **BasicMed**, the new program due to go into effect in May that should allow most private pilots to fly without a class 3 medical. RSVP today to Ty Kamp (ty.kamp@yale.edu).
- **IFR Flyers** will meet again **Sunday April 2, 3pm** at Robinson. This is a completely informal opportunity to get together to share IFR experiences and knowledge as we work through an online scenario. Interested in joining us? Let Mirai Hashimoto (hashimoto0514@gmail.com) know!
- **Wash & Wax – Saturday, April 29th, 9am** @ Robinson. Mark your calendars!
- **Meriden Fly-In: May 13th, 9 am to 3 pm** - rain date May 21st. Aircraft judging, Corvette display, Remax hot air balloon, helicopter rides, food entertainment, vendors. Free admission & free parking!

PILOTS...



A warm welcome to **Pat Lamarco**, an IFR-rated commercial pilot. "I always wanted to fly and after kids were out of the house I started training. The tail dragger endorsement a couple of years ago was a great experience. I was a member of the "Flying 20's" at Danbury – 2 Archer's and a Dakota, then a member of the "Oxford Airknockers" club at Oxford: Chief – destroyed in a storm and a Champ – laid up a couple of years to repair ground loop damage – destroyed in the recent wind storm. I have to get some rust off, but looking forward to getting checked out and to fly at Tweed."

Laura Baldwin has passed her Flight Instructor - Airplane written test - again.

Trip to Fitchburg, MA by Auguste Fortin

My mother was turning 86 on February 26 and my siblings and I planned a party on the 25th at our childhood home in West Townsend, MA where she and Dad still live. Visiting home is always enjoyable, but the drive from New Haven can be an unpleasant 2 ½ hour slog which can put me in a grumpy mood. Enter the privileges of Yale Aviation, where the same trip is 55 minutes of bliss to Fitchburg municipal airport and an easy 15-minute ride along country roads.



I started planning on Thursday. Friday was forecast VFR. Saturday would be awful, with heavy rain, winds and even tornado watches in Eastern New York, but frontal passage promised a VFR, though windy, Sunday. I checked Flight Schedule Pro and saw that both planes were available all weekend except for a 2-hour block on Sunday when my favored cross-country aircraft -- 55044 -- was reserved. I called Chief Pilot Charlie Skelton to see if I could take a plane for the weekend, and if he could work some magic to make it 55044. Ten minutes later the Colonel gave me a thumb's up.

I arrived at KHVN late afternoon on Friday, just as **Laura Baldwin** and **Roberto Gonzales-Echevarria** were bringing 044 to the ramp, having exercised her in the unseasonably mild but seasonably breezy February afternoon. I asked Robinson for a fuel top-off and brought my car onto the East ramp to transfer my luggage and presents for Mom. I used FlyQ EFB for flight planning, weather briefing and filing. An Airmet for moderate turbulence below 10,000 feet gave me pause, but surface winds were manageable and there were no pireps. A 27-knot tailwind shaved 12 minutes off the no-wind flight time.

Takeoff and climb-out were uneventful, but the memory of the fatal crash at Tweed earlier that week, likely a stall-spin accident in the pattern, had me mentally reviewing my engine-out procedures more seriously than usual. The trip northeast was magic carpet smooth with a 145-knot groundspeed. I regretted not making a pirep—it was a beautiful day to fly! I passed over the HFD VOR, well east of the KBDL Class C, just west of the KORH Class D and along the eastern slopes of Mount Wachusett before beginning my descent into KFIT, Mount Monadnock's bald granite peak standing watch to the north and the Boston skyline in the distance over my right shoulder. Feeling very fortunate to be witnessing this beauty while piloting myself, I closed my VFR flight plan with the runway in sight and landed in about 12 knots of wind on Fitchburg's runway 20, greasing it on with a satisfying chirp of the tires (no Charlie, my toes were not on the brakes!). This impressed my sister, who was visiting from Florida for the party and had come to the airport to bring me home. She helped me offload my gear and tie 044 down ahead of the next day's weather.

The weather forecast was quite accurate; during the birthday party Saturday night, roof shingles rattled and wind-driven rain pelted the house but the mirth inside would not be dampened. Sunday morning dawned cooler, with broken clouds at 4000 and winds from the northwest at 15 knots gusting to 25. There was an Airmet for low level wind shear & moderate turbulence all day, and I spent a lot of time listening to ASOS reports along my route home, calculating crosswind components at alternate airports, reading TAFs and awaiting pireps as I weighed a go/no-go decision. The pireps started coming in by 9:00 AM; they were mostly for light turbulence, but a Cessna 172 pilot reported 10 knot wind shear on approach to KHFD. My daughter Camille had gotten a ride up from college to join the party, and we discussed my flying her to Windham (KIJD) where a classmate could meet her and drive her the 9 miles back to UCONN. I felt confident that I could handle flying in turbulence and landing safely, but I knew it would be a bumpy ride, and I didn't want to scare her. She said, "If that's all that's holding you back, let's go!"



I used 2 notches of flaps and kept a close eye on our airspeed on takeoff from KFIT's runway 32, in case one of those 10-knot gusts decided to give up the ghost after we rotated. Climbout was indeed interesting, with turbulence coming off of Fitchburg's seven hills, but it was no worse than I've experienced on blustery days taking off from Tweed's runway 2, when the wind rolls off Raynham Hill. The 4000-foot ceiling led me to file for 2800 feet. I got permission to transit Worcester's Class D on course to Windham. We gained and lost 100 feet in up- and down- drafts, and I reported that and the light occasional turbulence to Bridgeport radio. Camille snapped aerial photos of the UConn campus, nonplussed by the bumps. Lakes and ponds were ruffled by the gust fronts but the ride really wasn't bad. I kept the airspeed below V_a in case we encountered a big one.



We tuned in ASOS at Windham, which was reporting winds at 17 knots, gusting to 25, from 300 to 330 degrees. Neither runway would be well-aligned with the wind. When we overflew the airport, the windsock favored runway 27, which is the longer and wider of the two. I briefed Camille about a probable go-around, added 5 knots to my approach speed to account for the gust factor, and held a sideslip all the way down. I was fully prepared to go around and not committed to landing until the upwind gear touched down without side-loading and the downwind gear followed as I dialed in full aileron. Camille cheered but I knew that I could not relax my attention until the nose wheel was down and we bled off more airspeed.



After Camille and her friend headed to UConn, I took off from runway 36, because the windsock now favored it. It took 30 minutes to get to KHVN because the crab angle into the wind ate into my groundspeed. ATIS reported wind from 300 at 17 knots without much in the way of gusts. I really missed not having runway 32 as I set-up for runway 20 and sideslipped in, working the throttle, rudder and yoke to keep the PAPI and ILS spot-on during the bumpy approach. When I was on short final a Seneca in the pattern reported roughness of one of its engines but declined immediate landing. I was aware that this drama could distract me so I redoubled my focus. I again was ready to go-around but made the runway safely, if not elegantly. Tower asked me to

turn off quickly to allow the Seneca in. (It landed uneventfully and did a long run-up over the compass calibration rose to clear the roughness before taxiing to the hangar.)

As I put in the nose plugs and tied 044 down, I reflected on the unique privilege and responsibility we have as pilots. How rare it is to be able command an airplane oneself, going where one wishes to go, fully in charge of one's own decisions. I felt grateful to be able to do so as a member of Yale Aviation.

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

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.
- Sun visor is in position and correctly oriented.
- 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 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 according to this [list](#)* – 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 AOK, and is waiting for a third quote on the reskinning project planned for the near future.

55044 is had its 100 hour/annual, and will go to Barnes for corrosion-proofing & paint touch-ups this weekend. At the run-up post-annual, the vacuum pump quit and has been replaced. NOTE:

1. 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.
2. 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.
3. 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!

Seen at Tweed:

[Personal jet out by the T-hangars!](#)



New furniture in reception area at Robinson

De-icing (orange) airplanes is done first.....



.... then comes the anti-icing (green).



AVIATION EDUCATION & NEWS –

BasicMed is almost here! Use this link to check if you qualify: https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-selector-tool?utm_source=eBrief&utm_medium=Content. Join us on March 16th for Auguste Fortin's presentation!

"Best Tricks Tips and Sites for Self Briefing"

Topic: Tricks, tips and best sites for conducting a safe self briefing.

On Wednesday, March 15, 2017 at 16:30 Pacific Daylight Time (17:30 MDT, 18:30 CDT, 19:30 EDT, 13:30 HST, 15:30 AKDT, 16:30 Arizona, 23:30 GMT)

- 4 Features of 1800wxbrief you may not know about
- The proposed replacement for Area Forecast
- The best forecast tool available
- Fantastic new tools that could save your life
- Tips for assessing unforecast severe weather

Select Number:

WP0174632

[Click here to register today](#)

Description:

In this 90 minute webinar, [Delia Colvin](#), aviation weather expert, international bestselling author and 15 year veteran of Air Traffic Control will walk you through her favorite sites and tools for conducting a SAFE self briefing;

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

The sponsor for this seminar is: **FAASteam**

The following credit(s) are available for the WINGS/AMT Programs:

- Learn the 8 MUST CHECK points to any brief
- What hazardous weather doesn't qualify as an "Adverse Condition"

Basic Knowledge 3 - 1 Credit
Advanced Knowledge 1 - 1 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!

Heart-warming story of a B-29 restoration, courtesy of **Ty Kamp!**

https://www.youtube.com/watch?v=b_AZeMRqCfg

For those of you on Facebook, check out the New England Flying Gourmet Challenge:

<https://www.facebook.com/neflyinggourmets/>

TWEED NEWS -



Want to fly in this winter weather? Check runway conditions with Airport Operations before you leave home!

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-series 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-logged merchandise! One is 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.

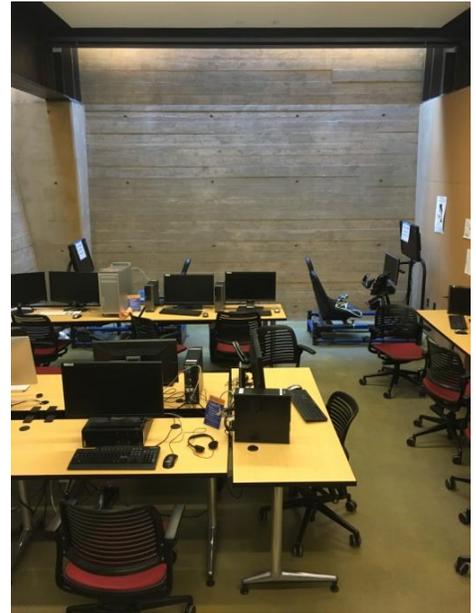
Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code needed.

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