

YALE AVIATION NEWSLETTER

December 2018

UPCOMING EVENTS –

- **Badge Renewal Dates** – If you missed our group renewal, you can still attend these meetings to get the job done! Let Airport Security Coordinator **Kathy Grant** (203-466-8833 ext 109) know you plan to attend: Saturday 12/8 at 10 am, Tuesday 12/18 at 1 pm, Saturday 12/22 at 1 pm.
- **Fly-out Sunday Dec. 16** – Contact **Joel D’Angelo** if you are interested in joining him and others for a Flyout to either Provincetown Muni (KPVC) or Chatham Muni (KCQX). Wheels up at 9 am, back by 2 pm. dangelojoel@gmail.com

PILOTS...

Congrats to **Nico Britton**, who is not only a CFI at UND but is also slated to join SkyWest Airlines:

Nico Britton is currently a senior at The University of North Dakota John D. Odegard School of Aerospace Sciences, Majoring in Aeronautics in Commercial Aviation with a Specialization in Aviation Business and a minor in Political Science. He also currently instructs in the program, and thinks of Yale Aviation when working with his PPL students. He is a pilot cadet with SkyWest Airlines, and will be leaving for the airline within the next year. Aside from flying, Nico is also the President of his Fraternity and of the UND Chapter of the Airline Pilots Association (ALPA ACE) trade union.



Annual Meeting and Badge Renewal – Friday, Nov 30, 5:30 pm

For those 17 in attendance, the photo at left shows the last training video they will need to sit through for 2 years!

Everyone enjoyed the wonderful food – **Jake White** outdid himself with turkey, ham, potatoes and beans along with cookies and drinks, even more impressive as he orchestrated all this from California!

Highlights from the Annual Meeting include the fact that 028 will get an ADS-B installation in January at

Stellar, a committee has been formed to recommend a new scheduling and billing software for the club to use, and expect a small rate increase in the New Year. **Joel D’Angelo** and **Auguste Fortin** have joined the Board, with **David Mikhail** cycling off (although keeping his interest in running our surveys). We thank David for his time, and look forward to seeing him at the airport more often!

2018-2019 New England Flying Gourmet Challenge

You have until May 31, 2019 to eat at the participating restaurants, or take fuel from the participating FBOs, listed below. Be sure to mention you are a pilot and scan the QR code to get credit. Post a picture on Facebook! A wonderful way to encourage winter flying and support New England airports!!

Participating Locations

1B9 - Hangar 12	- Cape Cod Flying Service (FBO)	LEW – Mike’s Runway Restaurant
3B0 - Red Baron Diner	EEN - The Flight Deck	LWM - Dominic's Diner
63B – Runway Restaurant	- The Dinner Table	MVY – Plane View Restaurant
6B6 - Nancy's Airfield Cafe	EWB - Airport Grille	ORE - White Cloud Restaurant
- Stow Aviation (FBO)	- Sandpiper Air (FBO)	OXC - 121 Restaurant
7B3 – The Airfield Cafe	FOK – The Apron Cafe	- Atlantic Aviation (FBO)
ASH - MidField Cafe	GON - Cafe 511	PYM – Kevin’s Clubhouse
- Infinity Aviation (FBO)	- Mystic Jet Center (FBO)	- Plymouth Airport (FBO)
BAF - 'Sok's Runway	HFD - The Flying Monkey	SFM – Cockpit Cafe
CQX - Hangar B Eatery		

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

ADS-B IN OUR AIRPLANES

N55044 received its ADS-B in January, and members are beginning to fly using this new equipment. Those **flying 55044 need to get additional training to become practiced in using the new GTN650, especially before IFR flight!**

For VFR flight: You will need some basic training, which can be given by a YA CFI during a 90-day, Flight Review or basic YA checkout. We trust that our members will use good judgment to be sure they are adequately familiar with this new technology for simple VFR flying.

For IFR flight: We will be requiring a sign-off by one of our YA CFIs to ensure that all the ins & outs of flight planning, approach loading, and validity of use of the GPS as a navigational tool are practiced and understood.

Any comments or questions, please contact **Jake White, Laura Baldwin, or Akihiro Hashimoto.**



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 have been below 20 degrees at any time during the preceding 9-12 hours! *One way to check if preheating is needed is by checking cylinder head temperature (CHT) during preflight.* It should be at LEAST 30°F. Remember that NO ONE should be inside the airplane when it is being preheated. Check out the CO monitor – it will go black!

Light de-icing takes place outside: 15 minutes with the tail of the airplane into the sun, followed by 5-10 minutes with the front of the wings into the sun should do the trick. Excessive melted water can be wiped off the wings, but it is best to just let water blow off once the aircraft is in the air. **NEVER scrape frost off the windshield,** or the wings for that matter – there is dirt in that frozen water, and it will cloud the Plexiglas & scrape the paint. If there is heavy frost, de-icing will require the hangar for a meltdown.

TO HANGAR THE AIRPLANES, or for any pre-heating questions, contact our chief pilot, **Charlie Skelton** (203-640-3580). And be sure to tip those line guys a few dollars if they are preheating out in the cold for you for 20 minutes!

Winter flying is indeed something else. Our types of aircraft were not designed to traverse 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!*

HOW WE TREAT OUR AIRPLANES! When you arrive at the airport, you should expect the aircraft to be in good condition. Remember:

- **TAKE OUT THE TRASH!** Please be sure any spare paper, charts, etc are removed after your flight.
- **CAREFUL WITH THE BRAKES!!** We have had 5 tire changes in the last year, with “flat spots” often seen on the tires of both airplanes. This is most commonly caused by landing while holding the brakes or braking too hard to make the first turn off the runway. PLEASE, be kind to the tires, and watch how you are using the brakes.
- **Tied down securely, with proper knots, taut lines, and no spare length of rope that can whip around in the wind.** The picture below is NOT acceptable tie-down!!!! Please ask if you need a demo or some practice in this vital area for airplane security.
- **Gust lock is in position, window closed, aircraft locked (both baggage compartment AND door), COVER ON!**
- ALL instruments turned off –*particularly important for doing the hot mag check at shut-down*, since an unexpected electrical surge could fry delicate avionics equipment left on!

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*** – just like YOU would like to find them!

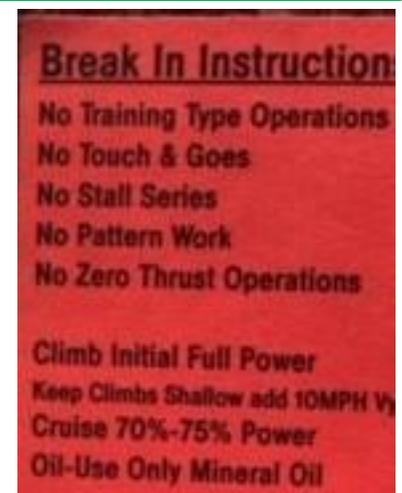
We like to encourage our members to take the airplanes and make use of them, but PLEASE remember that if you find you need to have fuel for the planes or take them in or out of the hangars afterhours, this will result in a **CALLOUT FEE of \$150** that will be charged to Yale Aviation and passed on to 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 both dropbox use and what constitutes a callout!

32028 has had to have one of its cylinders redone, so it will need a break-in period of 25 flight hours where only mineral oil (in a BLACK container) is used and the engine is NOT subjected to undo stress (**NO** touch & goes, slow flight, stalls, glides, etc). Best will be planning 30 min cross-country flying with medium-high power. **THESE INSTRUCTIONS WILL BE POSTED IN THE AIRPLANE!**

55044 has a periodic issue with the comm. panel switch, where there is static when talking to the tower (on Comm 1) that sounds like a stuck mic. Should this happen to you, try switching to ground on the other comm. We are working to resolve this problem.



ALSO NOTE:

1. We must be vigilant at keeping water out. **Please, always use the airplane cover when you know it will be raining, as this will really help!** If the weather is sunny or it is summertime, then having the cover off is preferred. When in doubt, ask Charlie!



2. 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!

3. The seat-back covers (those "caps" that slip over the top of the seat to prevent wear on the fabric) should be in place when you leave the airplane!

There is a drop box to the right of the doors to the hangar nearest the FBO entrance from the ramp. This is where you can leave airplane keys if you return to the airport after Robinson has closed. PLEASE be considerate of your fellow aviators.

AVIATION EDUCATION & NEWS -

"Winter Flying at Westchester and Beyond"

Topic: Join The WAA For a Winter Flying Presentation

On Saturday, December 15, 2018 at 09:00 Eastern Standard Time

Location:

SUNY Purchase

735 Anderson Hill Road

Purchase, NY 10577

Select Number:

EA1187841

Description:

Long-time pilot, local Designated Pilot Examiner, CFI, and veteran Chief Meteorologist at WNYW-TV in New York (Channel 5) **Nick Gregory** will present a 2 hour seminar on winter flying.

Nick is an engaging and enlightening speaker, and various aspects of winter weather and winter flying will be covered. The event will be held at SUNY Purchase on Saturday, December 15, 2018 from 9:00am-12:00pm

Admission is free for all, and refreshments will be provided as a service to our local light general aviation community.

Please **RSVP [here](#)** to reserve your place.

NOTE: In the event of inclement weather on the day of the seminar, a determination will be made by 6:00 PM local time the evening prior as to whether the event will continue as planned or be rescheduled. Please call the FSDO at 631-755-1300 and dial extension 605 after 6:00 PM and listen to the message for a FAAS Team Event status update.

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

The sponsor for this seminar is:

Farmingdale FSDO FAAS Team

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

Need something to do on those long, cold winter weekends?? Try an online course from Embry Riddle! <https://worldwide.erau.edu/massive-open-online-courses/>

TWEED NEWS -



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 \$50 (cash or check made out to “HVN”) and have your new badge issued.

Renewals are \$30, which we all need to do every other calendar year. Be sure to have your old badge plus two forms of government issued ID, and at least one **NEEDS TO BE PASSPORT, SOCIAL SECURITY CARD OR BIRTH CERTIFICATE**. In lieu of attending training next year a renewal packet will be sent out and must be returned - an FAA requirement. Members will be asked to ensure that we have a valid mailing address and that they complete the form. If someone isn't compliant their badge will be disabled and they will have to attend a training class to have it re-abled and usable.

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-serie Yale Aviation, Inc History by **Hank Galpin**. Check it out!!!! (Suggestions for further revisions welcome)

IF YOU DON'T LIKE YOUR PICTURE ONLINE, PLEASE SEND ME A BETTER ONE!



YA MERCHANDISE!
Check out our two online “storefronts” for purchasing YA-logged merchandise! One is at 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 (lfaldwin@aol.com) if you have any questions or have ideas for additional merchandise!



We're take 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 -

The simulator now lives in the "Hangar" of the Yale AFROTC suite. The address for the simulator is 55 Whitney Avenue, Suite 450, 4th floor.

For those with Yale Net IDs that would like to gain access to the building and the simulator, send an email to Micah@yale.edu with your name and Yale Net ID. He will work with the AFROTC team to give you access.

If you do *not* have a Yale Net ID, you will need to gain access to the sim through **Charlie Skelton** or another club member with access. YA has priority over use of the sim, so feel free to use it even if cadets are there when you arrive.



I AM NOT SUPPOSED TO TELL YOU THIS, BUT YOU ARE GOING TO LOSE AN ENGINE DURING TAKE OFF...



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