



YALE AVIATION NEWSLETTER

October 2019

UPCOMING EVENTS –

- **Wash & Wax, Saturday, October 26** – From 9 am to noon, we will be cleaning and waxing our airplanes. The perfect time to meet other members and catch up on the latest hangar stories! There will be food, there will be fun, there will be SUDS. RSVP to yasecretary@aol.com by Oct 24.
- **Annual Meeting, Sunday, Dec 15, 5pm** – This year badge renewal will NOT be part of the activities, but we do plan for a lively discussion of the club’s future – and the future of 32028. We’ll keep you posted as the date approaches.....

PILOTS...

We have a new member to welcome, **Natasha Pavlinetz**: I discovered my love for aviation when I was at an airshow with Civil Air Patrol. I’ve flown mostly out of N12 in Lakewood, NJ, my home state. Every day that the weather is good, I look up at the sky and wish that I was flying. I love sharing my passion for flying. I have been researching local flight clubs and aircraft rentals for a while. I chose Yale Aviation for many reasons including the well maintained aircraft and



the obvious care for safety. I am currently working as an EMT in both NJ and CT, and I have plans on earning my instrument rating so that I can volunteer and fly with medical flights like Angel Flight and Civil Air Patrol. I am currently a senior studying Paramedicine at the University of New Haven.



Fly-Out to First Flight, KFFA: Sept 28 & 29 by Laura Baldwin



The sky was lovely as we met early Saturday morning to review weather and do pre-flight. **Auguste Fortin** and **Akihiro Hashimoto** were flying the route south in 55044, while **Joel D'Angelo** and I were in 32028. Both airplanes were on IFR flight plans to ease our way through NYC airspace and any clouds that might get in the way, but Akihiro and I, as CFIs, left most of the flying to our co-pilots.

First stop was KWWD, the non-towered Cape May County Airport. With full fuel, Joel and I got going while Auguste and Akihiro got a bite to eat. This worked out really well, keeping the faster 044 from outpacing the slower 028. In addition Auguste was practicing IFR approaches, so we actually arrived at the little 2100' KFFA strip at the Kitty Hawk Memorial about 20 minutes before 044.

After an hour or so walking around in the humid heat, checking out the visitor center, and marveling at the outside displays, the four of us ubered over to our nearby Comfort Inn on the beach. Joel had made all the arrangements, and between a walk on the beach and a good dinner at the fish restaurant across the street discussing how we got started

with flying, we had a super evening.

Next morning early Akihiro, Auguste, Joel & I had breakfast and headed back to our airplanes to go the short distance to a non-towered airport KONX (Currituck County Airport) to fuel up with great fuel prices. Here's where our



adventure really started. We had switched airplanes for the return north, with Auguste and Akihiro now in 32028. As Auguste did his runup, the right mag dropped 400rpm. His attempts at clearing did not work – in fact, the more he tried the worse it got. The right mag check almost stalled the engine several times! There was nothing to be done – we arranged with the airport manager to leave 32028 at the airport for the mechanic to look over on Monday,

and then had to figure out how to get home.



A quick W&B eliminated the option of all of us going back in 55044. We were overweight. Rent a car? Nothing nearby was open on a Sunday. Uber to Norfolk's airport? Sunday surge rates were prohibitive. So we decided that Auguste and Akihiro would fly to KORF with me in the back – I would fly back to KONX, pickup Joel, and we would fly 044 home to KHVN, later than planned, but still doable. Auguste and Akihiro would do the 9 hr drive from KORF, for which they should earn a prize!



Joel and I had a lovely trip back to New Haven, with some actual IFR I got to fly near our lunch stop of KMIV (Millville Airport). As the clouds cleared, we were treated to a wonderful view of the NYC Harbor, Lady Liberty, and the approach to JFK.

Not all weekends have such amenable weather, but boy, did we have a good time exercising our

freedom to fly!!

A huge amount of thanks goes to Joel D'Angelo for organizing this outing, and the other trips our club has enjoyed in the last year.

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!**

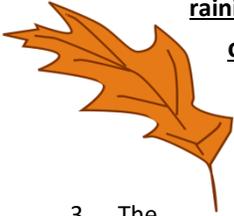
... & PLANES

32028 has a new right magneto, and 4.7 hours left until its 100hr/annual.

55044 will be going over its recommended overhaul time by 10%. There will be a more intensive inspection protocol during these next 200 hours as a result.

ALSO NOTE for 55044:

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 Skelton**.
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.



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.** 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.

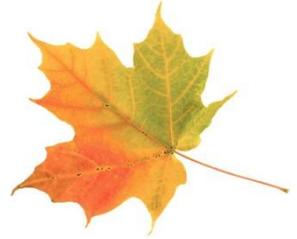
There is a drop box to the right of the doors to the hangar nearest the FBO entrance from the ramp. This is here you can leave airplane keys if you return to the airport after Robinson has closed. PLEASE be considerate of your fellow aviators. Any questions? Please give **Charlie Skelton** a call and he can go over both dropbox use and what constitutes a callout!





Auto-Schedule monthly payments on your account!

So far, our new billing and scheduling system **FLIGHT CIRCLE** is running well, with lots of flexibility to make and cancel reservations. You can even include a viewable note on your reservation if you are looking for company, or a safety pilot, for example.



Remember:

- If your preferred time-slot is not available, we encourage you to make a **BACKUP reservation** instead of a PRIMARY one – there is a pull-down menu for “Reservation Type” to change this selection. You will get an email or text notification if your reserved time comes free.
- Dispatch your flight before/during the pre-flight, and check it back in upon returning. Once checked in, your reservation will be grayed out, which will allow other members to reserve the airplane, *even if you reserved the airplane for more time.*
- If the Hobbs or Tach in Flight Circle doesn’t match the actual numbers in the aircraft, please:

1. Note the correct times on the paper log in the aircraft (this is the document of record)
2. Check-in the flight and **enter the correct Hobbs and Tach times shown.**
3. **DO NOT pay off your account.**
4. Notify Billing Officer Josh Snow (text...203-804-4845) with the correct times and ideally a picture of the paper log. He will correct your account and you can pay once it is corrected.

Flight Circle is being used for all billing - dues, flights, minimum flight hours. **Josh Snow**, our billing officer, will send out a statement towards the end of each month to remind you of what you owe.

Please be sure to settle your bill on a monthly basis! This can be easily done by auto-scheduling payments, which will then be charged to your card on a date of your choosing every month.



If you have any questions or problems, please contact our Billing Officer **Josh Snow**, Joshua.r.snow@medtronic.com or call/text him at 203-804-4845. You can also contact **Laura Baldwin** lfbaldwin@aol.com or **Jake White** jake.white+ya@gmail.com.

AVIATION EDUCATION & NEWS

EAA (Experimental Aircraft Association) sponsors a whole list of interesting and informative webinars, most of which can earn you Wings credit. Here is the website link: <https://www.eaa.org/ea/news-and-publications/ea-webinars> plus a few sample webinars.

10/16/19

7 p.m. CDT

[Improving Your Flight Proficiency](#)
Qualifies for FAA WINGS credit.

Steve Krog

There is a great deal of difference between being “current” and being “proficient”. Which are you? In this webinar, flight instructor Steve Krog will discuss easy ways to improve proficiency and make you a better safer pilot.

10/23/19 7 p.m. CDT

[Engine Leaning Made Simple](#)

Qualifies for FAA WINGS and AMT credit.

Bill Ross

Bill Ross from Superior Air Parts will discuss lean of peak and rich of peak operations. These principals are useful whether you fly a Superior Air Parts, Continental or Lycoming powered aircraft. You have probably asked or wondered, “Will I hurt my engine running lean of peak?”. Bill's discussion based on sound engineering and tested data, will help you increase safety, reliability and reduce overall operational costs.

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



A polished podcast focusing on safety issues, particularly with maintenance. Created in conjunction with PAMA (Professional Aviation Maintenance Association).

<https://www.flightsafetydetectives.com/e/flight-safety-detectives-takeoff/>

TWEED NEWS -



The tree that sits within the safety area of the glideslope to Runway 20 will be cut soon, allowing the displaced threshold to be removed.

Remember to check NOTAMS often, especially as the weather gets bad. Airport or runway closures will be indicated there.

TSA Badges –

*Tweed is upgrading their badge system, which will go into effect **Thursday, November 14, 2019**. In advance of that date members with current badges will need to do some quick review training, take a quiz, and have their badge reissued. From then on, all **Tier 3 Badges** (the kind YA members use) will renew every 2 years in the month of September (our first renewal will be September 2020). Details will be sent to members before Nov 1, 2019.*

Need a new or renewed badge?? Remember that for the procedure you must

1. Have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, lfaldwin@aol.com).
2. Once that is done, contact **DARIANA** (dcuadrado@flytweed.com; 203-466-8833) 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 year in September. 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.**

If someone isn't compliant their badge will be disabled, and they will have to attend a training class to have it re-enabled 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-logoed merchandise! One is at located at Customized Girl



(<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (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 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 Michah@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.



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

