

YALE AVIATION NEWSLETTER

December 2019

UPCOMING EVENTS –

- **Next Flyout** – there is discussion of trying to fly to Alton Bay’s ice runway again, and maybe in the spring to do the Hudson River Corridor. Got a good idea? Contact Joel D’Angelo (dangelojoel@gmail.com).

PILOTS...

Great news: **Mirai Hashimoto** is engaged to be married to Mike Mikula!

Mike and I met when we were both flying for Civil Air Patrol. We were given the task to fly cadets around in a 172/182 and teach them the basics of flight. I had introduced myself to him but he didn't say anything back so I thought he was stuck up and ignored him for the rest of the day. According to him, he was too busy eavesdropping on someone else's conversation that he did not hear me. He even had the audacity to go into my plane without asking and steal my seat cushion for his cadet. Anyways, we had a rough start. A few weeks later, I had flown a cadet who had gotten sick in the back of the airplane. I went back the next day to clean up the remaining mess (as it was dark and I couldn't see anything) and he began to talk to me. He asked for my number and we went on a few dates and the rest is history!

We had been dating for about 4.5 years. The years flew by...! During Thanksgiving as I was preparing the dessert to bring to the table, someone had told me to turn around, and I found Michael with beautiful flowers and an engagement ring. It was a very special Thanksgiving for both of us, and both our parents, and family who were present to watch the engagement happen.



Michael is working for Endeavor Airline (Delta) and is working towards upgrading to a Captain. I am still currently finishing up my MS of Biomedical Science at Quinnipiac. We hope to be married sometime in the next 3 years! We are focusing on getting to our dream careers first. It's a long road, but a rewarding one. We can't wait for what the future holds.

Annual Meeting 2019

Eighteen or so gathered on Sunday to enjoy a wonderful spread brought by our President, **Jake White**, and to vote in the new slate of directors. **Chris Smarz** has graciously agreed to complete **Charlie Skelton's** term while Charlie becomes on "Class B" ex-president member of the board. Josh Snow, **Auguste Fortin and Laura Baldwin** were also voted in for another two year term to join **Joel D'Angelo** and **Jake White**. **Akihiro Hashimoto** is our Tech Officer (making sure that VOR checks and database updates are completed), **Josh Snow** continues as Scheduling & Billing Officer, **Jake White** is President, **Laura Baldwin Secretary, Charlie Skelton** Treasurer, Chief Pilot and Maintenance Officer.

With the Annual Meeting out of the way, we continued to the Board meeting, reporting on the status of our finances, membership, and airplanes. Joel has done an excellent job of organizing popular and fun flyouts (Chatham, Kitty Hawk), and looks forward to getting a few more done in the New Year.

Our discussion then turned to the problem of what to do with 32028. While an extremely well-maintained airplane, it does have 12,000 hours total time. It needs to have its avionics upgraded & ADS-B installed (\$13,000), paint (\$26,000) and will need a new engine in a couple of years (\$30,000). The question is should we invest this money (\$70,000 over the next 3 years) in this older airplane we know, or invest the money in purchasing a plane with less total time but a history of which we might never be certain.

There seemed to be general agreement that the club wishes to continue as a training club. Even those already with ratings want to continue to train and be proficient. Some remarked that younger potential members might only be interested in a glass cockpit Diamond or Cirrus, but having such an airplane would significantly increase rates. Some remarked that it might be nice to have two airplanes that both are capable cross-country airplanes. And although 32028 has many hours, there are Pipers with 20,000 hours total time still flying.

While selling 32028 through a broker might only net us \$5000, it may be possible to sell 32028 to a commercial student trying to build time for something more like \$20,000 privately.

The board listened intently to all that members had to say, and will use this information to make a decision about 32028 in January. Meanwhile, it will not be able to fly in Class C or Class B airspace after Jan 1, 2020 when the ADS-B mandate goes into effect.

Last but not least, we honored departing board member **Clarice Begemann**. Clarice joined Yale Aviation in 1994, has been a president of the board, and always an active and valuable member of the club. We will miss her as she goes on to other pursuits.



Anyone with thoughts or comments on the fate of 32028, please contact **Jake White** (jake.white+ya@gmail.com) or any board member.

PS. The 5 flight hours door prize was won by **Charlie Skelton**, with silent auction door prize amounts of 8 hours going to **Josh Snow** and 2 hours going to **Myles Alderman**. A huge amount of thanks go to **Paul Cleary** for donating 15 hours of his flight time – the club raised \$860 through this effort!

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

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!*

32028 is in the hangar keeping warm, and is AOK. There is an issue with opening the door, so be gentle.

55044 is AOK and in the hangar having some work done: new master cylinder, work on the door, new 406 ELT system installation, and the reinstallation of the overhauled electric attitude indicator. It will be going over its recommended engine overhaul time soon, at which point there will be a more intensive inspection protocol for the next 200 hours.

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.

Upcoming Webinars Will Highlight Changes and Enhancements to FAA Knowledge Testing

The FAA awarded a new airman knowledge testing contract call the Airman Certificate Testing Service (ACTS). The contract is a comprehensive, best-practices approach aimed at enhancing the overall quality of FAA Airman Knowledge Testing. As a result, there are several enhancements going into effect on January 13, 2020.

To help educate and inform all people who take, or will take an FAA Knowledge Test on or after January 13, 2020, the FAA will host 4 Webinars in support of the new testing system. The Webinar will cover the need for all persons taking a Knowledge Test to have an FAA Tracking Number (FTN), the removal of the embossed seal on a Knowledge Test Report, and the use of Airman Certification Standard's codes on some Knowledge Test Reports. Please use one of the links below to register for a Webinar.

Thursday, Dec. 19, 2019 @ 0900CT

<https://attendee.gotowebinar.com/register/3290728754096644365>

Thursday, Dec. 19, 2019 @1400CT

<https://attendee.gotowebinar.com/register/5945066371780481804>

Wednesday, Jan 8, 2020@ 0900CT

<https://attendee.gotowebinar.com/register/271072900526379533>

Wednesday, Jan 8, 2020 @ 1500CT

<https://attendee.gotowebinar.com/register/1586454944718590477>

The Airman Testing Branch has also posted information about the new testing system and these changes to their web page. Please use this link to learn more:

https://www.faa.gov/training_testing/testing/acts/

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

Not free, but for \$9 this is a pretty great E6B app:

<https://apps.apple.com/us/app/e6b-aviation-calculator/id286046305>



TWEED NEWS -



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

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 went into effect **Thursday, November 14, 2019**. Members with current badges, who filled out an application and did training, can pick up their badge at Airport Ops. From then on, all **Tier 3 Badges** (the type YA members are issued) will renew every 2 years in the month of September (**our first renewal will be September 2020**). Those who still need to get a new badge must fill out a new application signed by me, and they will need to take training. Coordinate this training with Bryan Hoffman bhoffman@flytweed.com.*

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

1. Have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, lfbaldwin@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 A **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-logged merchandise! One is at located at Customized Girl



(<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<https://www.zazzle.com/s/yale+aviation>). Zazzle in particular has some new items (cell phone grips, ornaments, bag tags) which should go online by the end of the weekend or next week, so check it out!

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 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 – 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.

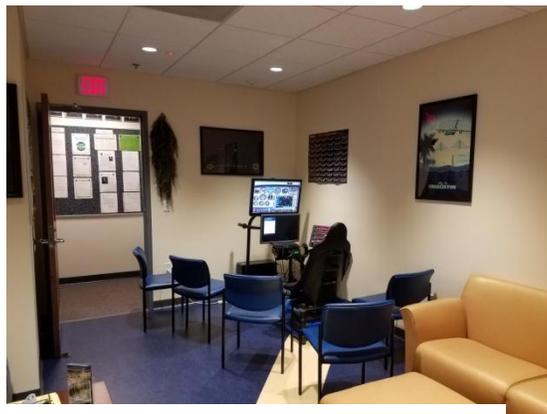
If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!

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.





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