

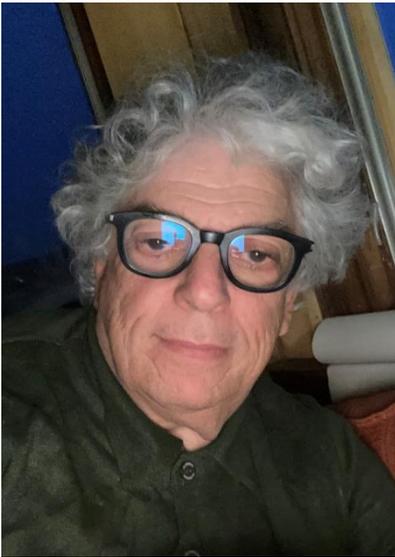
# YALE AVIATION NEWSLETTER

February 2020

## UPCOMING EVENTS –

- **Next Flyout** – Saturday, Feb 22 (alternate date: March 1) 9am to 2pm. Destination will be determined by the weather that morning: Minuteman (6B6), Plymouth Muni (KPYM), Chatham Muni (KCQX), Keene (KEEN) are possibilities. Contact Joel D’Angelo ([dangelojoel@gmail.com](mailto:dangelojoel@gmail.com)) if you want to fly along!
- **Massachusetts Air and Space Museum** opens later this month in Hyannis: <https://www.massairspace.org/massachusetts-air-and-space-museum-launches-in-hyannis/>
- **Women Take Flight** – Saturday March 7 at the New England Air Museum, 10 am to 4pm. Lectures, displays, food and more. [https://www.neam.org/shell.php?page=programs\\_2020\\_women\\_take\\_flight](https://www.neam.org/shell.php?page=programs_2020_women_take_flight)
- AOPA Regional Fly-In: Rochester, NY – September 11-12. For more information check out AOPA’s website <https://www.aopa.org/Community/Events/AOPA-Fly-Ins/2020-AOPA-Fly-Ins/Rochester/>

## PILOTS...



Welcome to our new members, **Isaac Sonsino** and **Parker Wood**:

**Isaac Sonsino** is a father of 3 daughters and grandfather of one granddaughter and husband of Ellen. “I like painting and photography and videography and look forward to virtual reality art projects. I’ve spent a great deal of time as an international tax planner. I’m fluent in 4 languages and in the literature of 3. I attend 4 dozen or so music concerts operas and ballet each year.

I’m convinced that 3+ dimensional thinking is a great way to get around the corner views of the world, and that’s what I hope will make flying fun yet serve the other projects in my unscheduled life. I’m sure you all will also be a great addition to the exploration that flight cannot

escape being.”

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During his teenage years, **Parker Wood** went to a five-day aviation summer camp. “Day five was a flight around the local airport. I was hooked. A few years later, my dad purchased one hour of flight time for my birthday. I knew after that flight that I wanted to learn how to fly. After high school, I joined the Coast Guard. I was assigned in the Florida panhandle and started taking lessons at the local airport. I had put them on hold because of the Deepwater Horizon spill. My life got busy with other items. It wasn't until I was assigned to the Chicago area that I had enough free time to resume



working on getting the certificate. I completed my flight training out of grass strip in the outskirts of Chicago. I worked out a deal that if I did maintenance around the airport, mowed the runways and washed the airplanes, the airport owner would let me fly his aircraft and teach me. Over two summers, I had enough training and experience to take the checkride with a local DPE. A year after that, I got assigned to the middle of nowhere in Louisiana. The nearest airplane for rent was too long for me to commute. I moved to the New Haven area this past summer. This is my first time in Connecticut. I love it and am looking forward to exploring the rest of the New England states.”

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The Board is looking for a few good people to brainstorm in four groups as we work to keep Yale Aviation healthy and vital. They are:

1. Membership - Attract new members through advertising and targeting Yale grad students & young faculty, ideally 10 new members/students.
2. Fundraising - especially as concerns unflown hours.
3. Training Program / Aviation Education – what programs can we run to support our educational mission?
4. Aircraft Purchase - Locate a used airplane that fits our needs.

Let us know if you can help with one of these endeavors. We look forward to hearing from you!

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 AOK. We have an appointment to upgrade its electronics at the end of April with a Garmin 375 Navigator and one of 55044's old radios. This will make 32028 both ADS-B compliant and give it the ability to fly RNAV/GPS approaches!

**55044** is still getting water on the floor when it rains. PLEASE be sure to cover the airplane when you suspect rain in the forecast. It will be going to Barnes at the end of March as part of its corrosion protection program. In addition it will be

going over its recommended engine overhaul time soon. At that 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](mailto:Joshua.r.snow@medtronic.com) or call/text him at 203-804-4845. You can also contact **Laura Baldwin** [lfaldwin@aol.com](mailto:lfaldwin@aol.com) or **Jake White** [jake.white+ya@gmail.com](mailto:jake.white+ya@gmail.com).

## AVIATION EDUCATION & NEWS

### **ADAPT – ADS-B Deviation Authorization Preflight Tool**

After January 1, 2020, pilots/operators using aircraft that do not meet ADS-B Out [equipage](#) or [performance](#) requirements may request an authorization to deviate from the rule to access [ADS-B Out rule airspace](#).

The FAA has developed the [ADS-B Deviation Authorization Preflight Tool](#) (ADAPT) to manage these authorization requests.

In order to be considered for an ADS-B deviation authorization with ADAPT, requests must meet the following criteria:

- **Aircraft must be equipped with an operational transponder and operational altitude encoder (e. g., Mode C)**
- **Request submitted no more than 24 hours before flight**
- **Request submitted no less than 1 hour before flight**

*Please note: The FAA will not issue in-flight authorizations to operators of non-equipped aircraft, nor will air traffic control (ATC) facilities accept requests for these types of authorizations by telephone.*

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The FAA has developed a series of videos on **Runway Safety** highlighting airports with unusual hazards and hotspots. Check [https://www.faa.gov/airports/runway\\_safety/videos/](https://www.faa.gov/airports/runway_safety/videos/) for an interactive map of those airports! They include KPOU, whose specific video link is here - [https://www.faa.gov/airports/runway\\_safety/videos/pou/](https://www.faa.gov/airports/runway_safety/videos/pou/)

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### **New Mobile Website and Voice Applications**

The Flight Service website ([1800wxbrief.com](http://1800wxbrief.com)) now has a mobile-friendly version that supports ICAO flight planning, access to weather, and more. The recently deployed Mobile Web provides many of the same capabilities as the website but optimized for mobile devices, such as an iPhone, iPad, or Android.

In addition, Flight Service has deployed new capabilities available for use on Alexa and Google Assistant. Download the *Leidos Flight Service* voice application to see how it works.

Today there are multiple sources available to pilots that provide weather and aeronautical information, often presented in an easier to understand graphical format. Pilots no longer need to call Flight Service to adhere to 14 CFR 91.103 and maintain awareness of weather and aeronautical information. You can learn more about these automated flight services at [1800wxbrief.com](http://1800wxbrief.com).

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#### **"NAFI MentorLIVE - Insurance Claims / What Happened?"**

Topic: Taxi, take off, flight, landing, taxi, back in the hangar – the back story of insurance claims, incidents, and accidents.

On Wednesday, February 19, 2020 at 19:00 Central Standard Time (17:00 PST, 18:00 MST, 20:00 EST, 15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

#### **Select Number:**

CE0398702

#### **Description:**

This broadcast will take you on a flight from out of the hangar to back in the hangar. During each portion of the flight – taxi, take off, flight, landing, taxi, back in the hangar – the back story of an insurance claim/incident/accident will be discussed.

It is one thing to hear of an accident and immediately say “I’d never do that...” and another to learn enough to come to the conclusion of, “hmmm, I see some room for improvement...” The intent is for everyone to take away something they can use to be a better safer pilot both in their personal flying and as a flight instructor.

The claim information comes from the Avemco Insurance Company’s claim files, no personally identifiable information is revealed, the objective is to learn from others experiences so we don’t have to go through the same experience. To help in the transfer of knowledge this webinar includes photo’s

that you’ll not find elsewhere or in government reports.

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: Master Knowledge 2 - 1 Credit

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#### **"Weather Risk Assessment-Weather Briefings 3"**

Topic: Gain confidence in know if any of the six hazards have a reasonable risk of affecting your flight.

On Monday, February 24, 2020 at 15:30 Pacific Standard Time (16:30 MST, 17:30 CST, 18:30 EST, 13:30 HST, 14:30 AKST, 16:30 Arizona, 23:30 GMT)

#### **Select Number:**

WP0198668

#### **Description:**

In this 90 minute webinar (plus Q&A) Delia will demonstrate her method to clarify and add certainty to often conflicting weather information.

- Learn the top tools to identify each of the six hazards
- The tool most pilots rely on—that is actually the LEAST reliable tool (and what to use instead)
- How to identify “invisible” hazards.

- Recognizing LLWS even when it's not forecast.

This is our level 3 class for more experienced pilots, however, it can also benefit low time pilots.

Note: When you register you will receive emails from Easy Webinar or Fly-Rite. You can easily opt out anytime. Look for the "unsubscribe" link at the bottom of each email.

[Click here to register today](#)

### "Hartford IMC Club Monthly Meeting at KMMK"

Topic: Mastering the Art of Instrument Navigation and Instrument Training. (Scenarios and Discussion)  
On Tuesday, February 25, 2020 at 18:00 Eastern Standard Time

Location:

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

#### Select Number:

EA6398829

#### Description:

Where is the snow? You are invited to the FEBRUARY, 2020 meeting of the IMC Club, Hartford Chapter. IFR skills and proficiency are paramount. At this meeting, a new instrument flying scenario will be presented and discussed as well as the Question

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

**Flyover Country App** – A fascinating app that incorporates geology, culture, fossils, and clouds into a swath of whatever route you choose and which can be downloaded for offline viewing. The section on clouds, written by climatologist Kenny Blumenfeld, is worth the FREE download!



of the Month. Through its nationwide chapters, the IMC Club, in association with the EAA, provides organized "hangar flying" which is focused on building proficiency in instrument flying. We believe that safety and proficiency develops through education and experience. Our monthly meetings use real world scenarios to engage our members, and allow them to share and build upon their own experiences. You do not have to be instrument rated to attend! Following the presentation, we will conclude with the question, "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 and the Bradley FSDO**

The FAA Safety Team (FAASafetyTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

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

Basic Knowledge 3 - 1 Credit

## TWEED NEWS -



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

**TSA Badges** – Remember that if you are checked out to be PIC of one of our airplanes, you will need a TSA security badge for KHVN. To

obtain one you must

1. Have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, [lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)).

2. Once that is done, contact Bryan Hoffman [bhoffman@flytweed.com](mailto:bhoffman@flytweed.com) to organize 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](http://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](mailto: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](http://sportys.com) or call 800-SPORTYS – no special code needed.

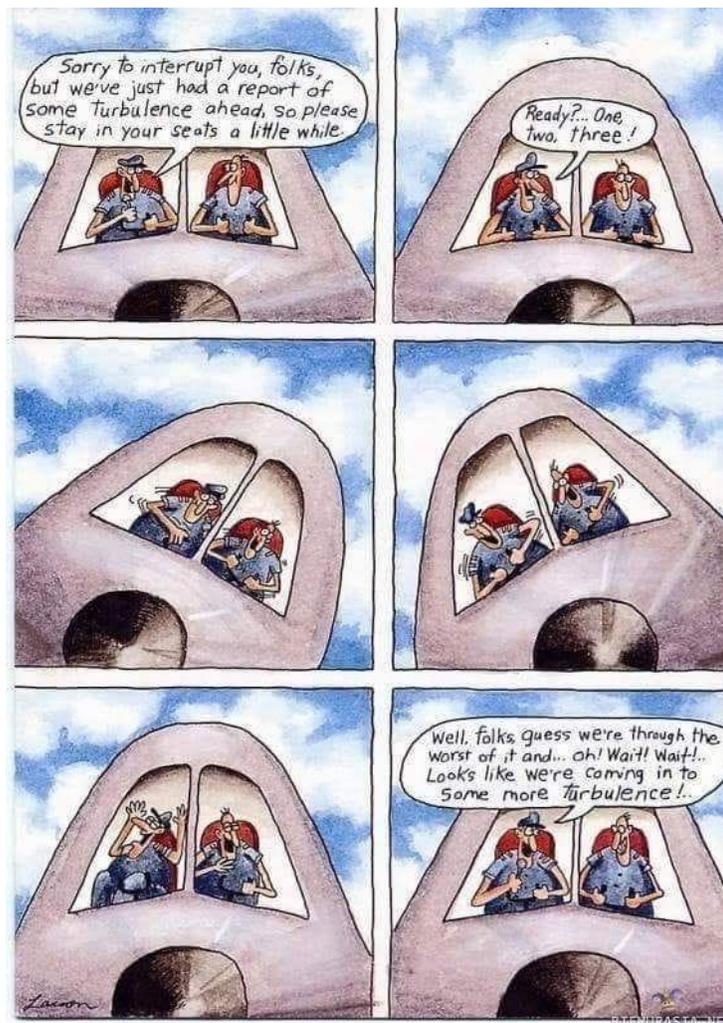
If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!

## SIMULATOR -

The simulator now lives in the “Hangar” of the Yale AFROTC suite. The address for the simulator is 55 Whitney Avenue, Suite 450, 4<sup>th</sup> 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](mailto: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 15<sup>th</sup> of every month. Please let me know if you have any news, suggestions, or comments:

[YASecretary@aol.com](mailto:YASecretary@aol.com)

Laura Baldwin, Secretary