

YALE AVIATION NEWSLETTER



UPCOMING EVENTS

- **Wash & Wax** – We may try to figure out how to do social appropriate airplane cleaning in the fall. Please contact Laura Baldwin (lfbaldwin@aol.com) if you have a clever idea....
- **Next Flyout** – For those with interest in future trips, though, contact Joel D'Angelo (dangelojoel@gmail.com).

PILOTS...



Welcome to new member Alex Thew:

Alex Thew is an MBA student at the Yale School of Management and active duty infantry officer in the U.S. Army. After spending 9 years serving in a variety of operational capacities including two deployments to Afghanistan, Alex has decided to start flying planes instead of jumping out of them! Other than aviation, Alex is an avid golfer, novice sailor and enjoys spending time with his wife, Elizabeth (Yale College '11), and Goldendoodle Leo.

YA Virtual Aviation Library

As part of our committee work, it was suggested that we set up a lending library between members, which we have begun with a Google doc located [HERE](#). This will be a work in progress as we figure out the best way to exchange books without the owners losing track of them!

For now, please feel free to contact the donor of the book directly for exchange. And please add books you are willing to lend!

Questions? Contact Laura Baldwin (lfbaldwin@aol.com).

Coronavirus Protocols

Should you decide to take one of our airplanes to go flying, please be sure to remember the following:

1. **Robinson's lobby** is ONLY open 9 am to 5 pm EDT. At all other times, you will NOT have access to the keys, unless you made arrangements DURING BUSINESS HOURS. After-hour requests (such as fuel) up to 8 pm are charged at \$150/hour, more if it is later. Check their website for details.
2. **New Haven Aviation Center** has generously offered to let us use their gate for entering and exiting the airport – a real convenience outside of the hours that Robinson is open. If you need the passcode, please contact Laura (lfbaldwin@aol.com; 203-517-5409 cell).

3. Please be sure to disinfect the cabin and controls as outlined below. This guidance will be sent with each scheduling done on Flight Circle. Charlie has supplied each airplane with gloves, but bring your own disinfectant.

COVID-19 Cleaning/Disinfection Information

Please consider the following recommendations when using the club's aircraft to reduce the risk of exposure to the COVID-19 Virus to yourself and all of our members:

- **WASH** your hands or use hand sanitizer (Purell, etc) before arriving at the aircraft
- While wearing gloves, use a Clorox-type wipe to **WIPE DOWN** the door latches and key cockpit controls (yoke, throttle, mixture, flaps, trim, etc)
- **USE** an alcohol pad or spray some rubbing alcohol on a soft cloth to wipe the Garmin screen and all the radio and instrument knobs
- NOTE: **DO NOT** USE CLEANERS THAT CONTAIN AMMONIA --IT WILL DAMAGE THE SCREEN ON THE GARMIN GPS AND OTHER INSTRUMENTS
- NOTE: **DO NOT** SPRAY THE INSTRUMENTS DIRECTLY -- SPRAY A CLOTH AND USE IT TO WIPE
- NOTE: **DO NOT** USE HAND SANITIZER ON THE INSTRUMENTS (including the Garmin GPS Unit!) -- IT CAN DAMAGE THEM!

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!**

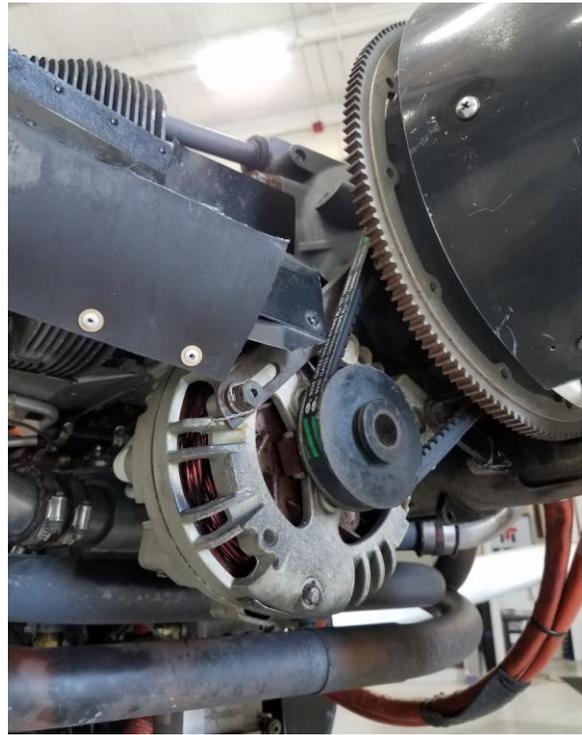
... & PLANES

Updating our Garmin databases –

Remember when you turn on the avionics in our airplanes to always hit the “update” softkey on the Garmins to be sure that the databases are always updated.

32028 has just completed its 100 hr/annual, complete with corrosion proofing. We have subscribed to the Garmin database updates for the GNX375, so 32028 can be used for GPS approaches! Here are a few shots from this annual:





Can you guess what these pictures are of???

55044 is AOK, just out of its 100hr/annual, which included corrosion-proofing. We have implemented more frequent engine inspection protocols, and expect to replace the engine this winter.

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: **you MUST have two (2) people to remove the cowling**. 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. If the aircraft is not up to this standard, please let chief pilot **Charlie Skelton** (203-640-3580) know so he can improve matters.

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!

Be sure to leave our airplanes secure and clean – just like YOU would like to find them!



A few tips/reminders for using Flight Circle, our online scheduling and billing system:

- If the Hobbs number is changing, **PLEASE use the number it is changing to** in your calculations. More flight time in your logbook! This is a club policy – ANY part of a number showing means that number should be used!
- 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*.

Auto-Schedule monthly payments on your account for your convenience and ours!

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.

SAFETY ALERT

New Jersey Special Use Airspace
Notice Number: NOTC1370

JB MDL (Joint Base McGuire - DIX - Lakehurst) Flight Safety is currently tracking an increase in Hazardous Air Traffic Reporting events related to **conflicts between military and civilian aircraft** within **Alert Area A-220**. In recent months, reports have been filed by USAF aircrews that included TCAS "Resolution Advisory" events with non-communicating light civil aircraft. **This is a serious safety concern, as an increased potential for midair collisions exist when Air Traffic Control is unable to verify the altitude and type of GA aircraft.**

As a reminder, the Aeronautical Information Manual (AIM) defines an Alert Area as Special Use Airspace that is "depicted on aeronautical charts to inform non-participating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas...and pilots of participating aircraft, as well as pilots transiting the area must be equally responsible for collision avoidance." [AIM 3-4-6]

The airfields that comprise JB MDL are home to a wide variety of aircraft and a multitude of activities. Our aircrews operate both VFR and IFR, day and night, seven days a week. When transiting the area on any given day, you may encounter KC-10s and 757s in the radar pattern, helicopters flying near treetop level, two- and four-ship formations of C-130s or F-16s, and C-17s performing VFR maneuvers at low altitudes. The vast majority of these activities occur between 500 AGL and 5500 MSL at speeds up to 250 knots, but occasionally higher or lower altitudes are utilized. While not inherently unsafe or unusual in a controlled environment, they may pose a threat to non-participating aircraft.

JB MDL pilots and controllers are asking for your help.

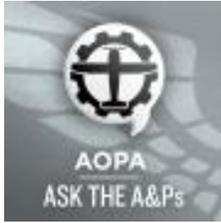
Because of the base's strategic geographic position and the types of operations that occur in and around the airspace, McGuire's Radar Approach Control facility, or RAPCON, is a busy place. Any aircraft without a verified altitude, heading, or tail number ultimately creates a hazardous environment for both participating and non-participating aircraft.

To improve the safety of all operators in the area, we strongly recommend that **all civil VFR aircraft contact McGuire Approach Control on 126.47 prior to entering the Alert Area and request flight following**. If you're not comfortable talking to ATC, this is a great opportunity to practice! Our controllers are some of the most professional men and women you will encounter in the system, and they share a common goal of making this dynamic airspace as safe and efficient as possible.

If you have any questions, comments, or concerns, please contact us at (609) 754-6852/3484, or 305.AMW.SEF@us.af.mil

For those who did not get a chance to attend the Westchester County Safety Standown, you can watch it here on youtube: <https://www.youtube.com/watch?v=KGss0gFvJ8k&feature=youtu.be>

Podcast & Apps & Gadgets -



New from AOPA, it's a podcast featuring you, the pilot and aircraft owner. Experts Mike Busch, Paul New, and Colleen Sterling answer your aviation maintenance questions. <https://asktheandps.libsyn.com/>

Interesting, fast-paced, Jeopardy-like aviation trivia quiz show organized by Gold Seal Ground School. This link is to the Episode 8: <https://www.youtube.com/watch?v=oF-svmhBqCk>

The WAA (Westchester Aviation Association) put together this video about VFR traffic conflicts around KHPN. Fascinating! <https://vimeo.com/439404186>

TWEED NEWS -



Tweed is pushing airfield painting to the spring time.

The FAA is completing their full-scale emergency exercise that was scheduled for April by the end of this month.

A RFP was put in for the admin building to redo the roof and update the building.

A reminder: touch and goes are permitted 0700-2200 Monday-Saturday and Sunday 0800-2200. We have gotten several noise complaints and are crackin' down on that!

TSA Badges –

If you are checked out to be PIC of one of our airplanes, you will need a TSA security badge for KHVN to access the aircraft. To obtain one you must

1. Have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, lfbaldwin@aol.com). For that signature she needs to see two forms of ID (passport and driver's license work really well) - **AT LEAST ONE NEEDS TO BE A PASSPORT, SOCIAL SECURITY CARD OR BIRTH CERTIFICATE.**
2. With the above completed, contact the Badging Office at security@flytweed.com or 203-466-8833 ext 1004 (speak with Bryan or Alicia) to have your fingerprints taken and organize training. Badging office and training hours (M, W, F 9am to 2:30pm; Th 3pm to 7pm) will have staff on site to accommodate up to 4 people for badging and renewals, but please give advance notice if you can so they don't double book.
3. New badges are \$50 (cash or check made out to "HVN") and renewals are \$30, which we need to do every other year in September. Be sure to have your old badge with you, plus the two forms of government issued ID you showed to Laura.

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-series 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 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 is on the move to end up in the classroom of New Haven Aviation Center! **Jake White** has been working to update the simulator's systems, and we expect it to be reestablished at the flight school by the end of the month. Flight time on the sim will be organized with Flight Circle. We look forward to working with Chris George and HVNAC owners Jan Dunn and Mark Poole in this exciting collaboration. Stay tuned for more information as we get set up!



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