

YALE AVIATION NEWSLETTER



UPCOMING EVENTS

- **Annual Meeting, Thursday, December 10, 6pm** – Every year we need to vote in new board members and the slate of officers. Plus this year we are planning a short presentation on flying the Hudson River Exclusion. If you have a good story or pictures from the Corridor, please send to fbaldwin@aol.com. More information will be sent December 1. **Meanwhile save the date!**
- **Wash & Wax** – We may try to figure out how to do social appropriate airplane cleaning in the spring. Please contact Laura Baldwin (fbaldwin@aol.com) if you have a clever idea....

PILOTS...

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!*

Past member **Alark Saxena** sends this photo of a lenticular cloud from out west where he is a professor with two kids.

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).

Flight to Laconia, NH

By Natasha Pavlinetz

In October I decided to fly from KHAVN to KLCI (Laconia, NH). At the time it was a “green” state with no CT travel restrictions. As can be in aviation, it didn’t go according to plan and was an adventure of learning.



I went to NH because I have family there. The plan was to fly up in the late afternoon, they would pick me up, we would get dinner, and then I would fly home (I love flying at night). The flight up was beautiful, a few clouds here and there, but little to no turbulence. Weather predictions showed VFR weather until the next morning. The trip went to plan. The weather was so nice in Laconia, I even took my family members on a short flight around the area after dinner (after getting a local weather brief of course). Rural NH is not lit up at all at night, but we flew around the local area and over their house.

After we landed and said good bye, I called for a flight briefing going all the way back to KHAVN. I had been glancing at the METARS/TAFs and ForeFlight Radar throughout the visit to keep an eye on the weather; however, the weather briefer informed me of clouds at different altitudes, broken, scattered etc and some precipitation outside my route of flight on either side. The winds aloft were strong but well within limits. METARS and TAFs along the route of flight continued to show VFR. After gathering all of the information, I decided to cancel the flight and fly out early the next

morning. I canceled because of the clouds and the possible precipitation to along the route in addition to it being a dark night in an area I had only flown through once before. Thankfully, my family members had no problem coming back and giving me a bed to sleep in.

The next morning, I arrived at the airport to find a thick layer of fog, limiting the visibility severely. The flight briefer (along with some local pilot knowledge) informed me that the fog would be lifting in the late morning, and my route of flight would be VFR for a few hours before taking a turn for the worst. The clouds were broken along my route of flight around 3,500-4,000, but clear above. In Laconia the clouds were scattered, and I could see at a few of the airports the METARS and TAF were reporting skies clear or scattered. With full tanks of fuel, I climbed to 6,500 feet and got flight following. I filed a couple of PIREPS along the way for cloud tops and turbulence. When I got closer to KHAVN, I started looking for gaps in the clouds to get down. The cloud cover

continued to the shoreline of Long Island Sound. Over the Long Island sound, though, it was completely clear, not a cloud in the sky. I dropped my altitude and made contact with Tweed. After landing I closed my flight plan.



This flight was definitely a learning experience for me. At no point was I worried about physical harm or in fear of violations, but it was an eye opening experience as to how weather changes rapidly and computers can't tell you everything. I was thankful that night to have had family that was willing to house me, but on future XC flights, I'll have a backup plan in mind. It is a small reminder that in addition to aviation things to plan, one must also plan the ground logistics at the destination. I am so thankful to be part of a flight club that was so understanding of the circumstances and to have other pilots (who got bumped off the schedule) to be understanding. This was a "pilot-is-always-learning" experience, and I look forward to more flights!

Federal Guidance to Fly Healthy This Holiday Season

WASHINGTON — The U.S. Departments of Transportation, Health and Human Services, Homeland Security and State have established a new web portal where airline passengers can obtain updated information on how to [Fly Healthy](#) this holiday season. The portal walks you through every step of the process: plan your travel; at the airport; aboard the aircraft; arrival at your destination, and returning home.

Passengers making plans to return to air travel during the COVID-19 public health crisis are encouraged to visit the portal before heading to the airport. The experience as an airline passenger begins at home, planning and taking precautions to help everyone have a safe journey while preventing the spread of COVID-19.

Following these and other federal travel guidance will help ensure airline passengers can Fly Healthy for the holidays and safely negotiate all aspects of air travel. Recommendations include, among others:

Trip Planning: Before booking your trip, check for international travel advisories and destination-specific COVID-19 risk. Refer to individual state, territorial, tribal, and local government websites for domestic travel advisories and information about quarantine or other restrictions.

At the Airport: Once you arrive at the airport and exit your vehicle, start wearing your mask. This includes on shuttle buses, trams and any time you are outside your own vehicle on airport grounds.

Aboard the Aircraft: Wear your mask aboard the aircraft, practice good sanitation, and maintain as much social distance as possible. Be sure to pack extra masks for yourself and your party in your carry-on.

Arrival at Your Destination State, local, and territorial governments may have travel restrictions in place, including testing requirements, stay-at-home orders, and quarantine requirements upon arrival.

Returning Home: You may have been exposed to COVID-19 on your travels. Regardless of where you traveled or what you did during your trip, take action to protect others from getting sick after you return.

The Federal Aviation Administration, Centers for Disease Control and Prevention, Transportation Security Administration, and U.S. Customs and Border Protection collaborated on the guidance supporting these recommendations.

Additional information to better protect airline passengers, crew, and other airport workers can be found in the [Runway to Recovery](#) publication, a joint guidance initiative from the Departments of Homeland Security, Transportation, and Health and Human Services.

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 (lfaldwin@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!

... & PLANES

CLUB PROCEDURE FOR OIL CHECKS – Every preflight includes an oil dipstick check. Should you find the indication lower than 6 quarts, please add a **FULL** quart before you fly, and indicate as much on the clipboard in each airplane. Charlie can then add a bit of CamGuard, which we use to prevent corrosion and excess wear, when he does his weekly airplane checks. In addition, please throw away the old oil container (so we don't think there is a full container when there isn't) and obtain a replacement from Robinson. It will go on our club account.



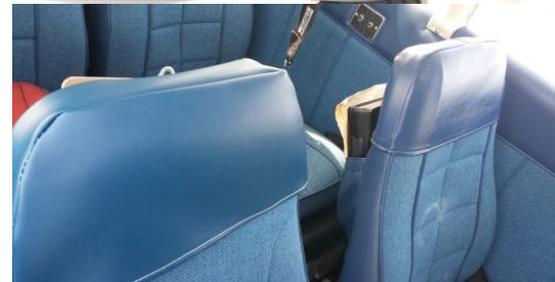
32028 was observed with several discrepancies. Please be sure to tie down the airplane securely (these ropes are NOT secure!) and be sure the cowling latch is **UNDER** the tab!!



55044 has had a repair done to the connection between the exhaust manifold and the muffler (see photo) due to high CO readings. Otherwise it is AOK.

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!

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.



Flight Circle

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** lbaldwin@aol.com or **Jake White** jake.white+ya@gmail.com.

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!**

AVIATION EDUCATION & NEWS

Upcoming EAA Webinars

Cockpit Power Management

Wednesday, November 18, at 7 p.m. CST

Presenter: Phil Lightstone

[Register Now >>](#)

RANS S-21 Outbound, All Metal, All Purpose

Tuesday, December 1, at 7 p.m. CST

Presenter: Randy Schlitter | *Homebuilders Webinar Series*

[Register Now >>](#)

Good Eyes, Great Catch!

Wednesday, December 2, at 7 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

Aerobatic Airplanes Made Affordable and Enjoyable

Tuesday, December 8, at 7 p.m. CST

"Bust the Rust (Webinar) - Making Engine TBO Easy (Part 3/3)"

Topic: Engine Operation

On Tuesday, November 17, 2020 at 19:00 Eastern Standard Time (16:00 PST, 17:00 MST, 18:00 CST, 14:00 HST, 15:00 AKST, 17:00 Arizona, 00:00 GMT)

Select Number:

EA25102341

Description:

Do you really know how to operate your engine?

Our "Bust the Rust" webinars continues with a discussion of how an aircraft piston engine works, what the various components are, what your POH says about proper engine operation and what it means, leaning techniques, and engine instrumentation and interpretation.

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:

Basic Knowledge 3 - 1 Credit

Advanced Knowledge 2 - 1 Credit

[Click here to view the WINGS help page](#)

Presenters: Bruce Mamont and Renee Brillhante | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

Hot Topics in Aviation Medical Certification

Wednesday, December 9, at 7 p.m. CST

Presenters: Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd
Qualifies for FAA WINGS credit.

[Register Now >>](#)

Night Flight

Wednesday, December 16, at 7 p.m. CST

Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

"Deconstructing Attitude Instrument Flying With Doug Stewart!"

Topic: This Will Be Useful to IFR Pilots, and VFR Pilots as Well!

On Tuesday, November 17, 2020 at 19:00 Eastern Standard Time (16:00 PST, 17:00 MST, 18:00 CST, 14:00 HST, 15:00 AKST, 17:00 Arizona, 00:00 GMT)

Select Number:

EA63102517

Description:

This online presentation is for pilots in the New England Area and New York, and is hosted by the Fitchburg Pilots Association and EAA Chapter 1454

Instrument Rated Pilots will find this useful, as well as the VFR Pilot that would like to increase their knowledge of how to survive in a worst-case scenario of inadvertently flying into instrument weather conditions.

The Practical Test Standards for the Instrument Instructor state that "the applicant shall select either the primary and supporting, or the control and performance method of teaching" and the fact of the matter is that the proficient instrument pilot utilizes both techniques depending on the situation or phase of instrument flight, either individually or in

various combinations thereof. This presentation will discuss both techniques and how, when, and why to use these methods.

Doug will address how these methods and techniques can and should be used by the non-instrument rated pilot in an inadvertent IMC encounter, and will break down the differences (both overt and subtle) between ground based nav aids and GPS. We will conclude with a detailed description of how both techniques are utilized when flying the RNAV approach.

You will not want to miss this presentation!

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:

n/a

[Click here to view the WINGS help page](#)

"Do Not Get Spooked by Winter Flying!"

Topic: Winter Flying in New England.

On Tuesday, November 24, 2020 at 19:00 Eastern

Standard Time (16:00 PST, 17:00 MST, 18:00 CST, 14:00 HST, 15:00 AKST, 17:00 Arizona, 00:00 GMT)

Select Number:

EA61102649

Description:

Winter flying season is arriving in the New England Area. Be prepared, as there is no reason to hide you and your airplane in the snow and be scared, but there is reason to be prepared. Hear some stories and insights with the New England FAAsteam.

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

The sponsor for this seminar is: **New England FAAsteam**

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

Basic Knowledge 3 - 1 Credit

[Click here to view the WINGS help page](#)

<https://www.boldmethod.com/blog/lists/2020/11/5-fall-preflight-items-to-watch-out-for> From our friends at Boldmethod, an excellent article on special items to check in a fall/winter preflight.

Podcast & Apps & Gadgets -

YouTube interview with 90-year old Charles Morhle, talking about flying fighters in WWII. Very interesting, and very eloquent! https://www.youtube.com/watch?v=Lo_irQ9bjzU

Now THIS would be nice for Christmas! I wonder if it would fit in my garage???



KleinVision Air Car <https://www.avweb.com/aviation-news/air-car-makes-first-flights>

TWEED NEWS -

NOISE ABATEMENT PROCEDURES: The Tweed-New Haven Airport is bounded to the West and East by suburban communities and to the South by sensitive wetlands. Please adhere to the following procedures to help us be the best neighbors and stewards of the land as possible:



- Departing Runway 20, fly runway heading until crossing the shoreline before making any turns.
- Departing Runway 2, fly runway heading to 1,000 feet before making any turns.
- No touch-and-goes at night (ie from 2200 local to 0700 local, 0800 local on Sundays)

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 2pm to 8pm) 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-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 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 year. 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