

# YALE AVIATION NEWSLETTER

December 2020

## UPCOMING EVENTS

- **Virtual Club Meeting** – February 2021, Julian Campillo-Luna aerobatic airplane owner and Yale medical student on how to apply the thought processes of aerobatics to everyday flying. Date TBD.
- **Wash & Wax** – We are working on how to do social appropriate airplane cleaning in the spring. Please contact Laura Baldwin ([lfbaldwin@aol.com](mailto:lfbaldwin@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!*

## Annual Meeting

Yale Aviation held its first virtual Annual Meeting last Thursday. The following slate was voted in unanimously:

- **2020-21 Board of Directors** (elected for 2 year terms with the exception of past president, which is a 1 year term)
  - Jake White
  - Chris Smarz
  - Joel D'Angelo
  - Charlie Skelton (past president)

➤ 2020-21 Corporate Officers (elected for 1 year terms)

Auguste Fortin (chairman)

Charlie Skelton (treasurer)

Jake White (president)

Laura Baldwin (secretary)

Charlie reported that N55044's new engine has been ordered, and we expect to install it starting February 17, 2021. Joel D'Angelo is organizing a daytrip or two for winter & spring 2021, including a possible trip to the Alton Bay Ice Runway. The Member Application, Rules & Regs, and website are in the process of being updated and enhanced. Otherwise, all seems to be running smoothly in spite of covid and restrictions.

Please remember that all members need to fly our airplanes every 90 days or receive another checkout from a YA-authorized instructor.

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Associate member **Jack Rose** has been nominated for the **The John Dirks Canada Gairdner Global Health Award**, which recognizes the world's leading researchers who have used rational, scientifically based research to improve the wellbeing of those facing health inequalities worldwide. While a single significant scientific discovery would continue to be sufficient evidence to select a nominee, the Award will also recognize outstanding researchers who apply rational scientific approaches to successful implementation, evaluation and policy interventions. Jack helped develop the successful immunization platform used to treat Ebola.

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### 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](mailto:lfbaldwin@aol.com)).

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## 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.

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## 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 limited 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](mailto: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 reservation confirmation 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!

**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** is A-OK, but needs to fly a bit more!!!

**55044** continues to have high CO readings if in very slow flight, particularly with full flaps. The reading goes down right away when the nose is lowered, but please be cautious when practicing this maneuver. Otherwise it is AOK, with 45 hours to go before a new engine is required!

**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.



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

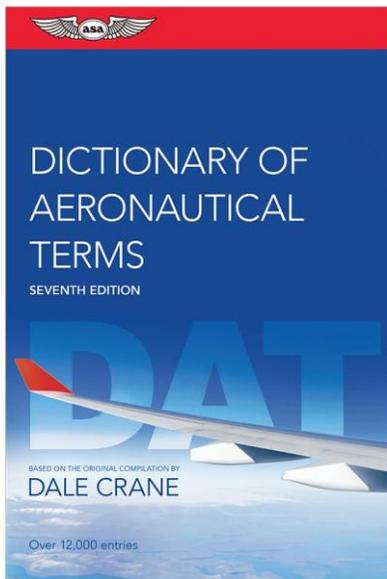
- If the Hobbs number is changing, **PLEASE use the number it is changing to** in your calculations. More flight time in your logbook! This is a club policy – ANY part of a number showing means that number should be used!
- If your preferred time-slot is not available, we encourage you to make a **BACKUP 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](mailto:Joshua.r.snow@medtronic.com) or call/text him at 203-804-4845. You can also contact **Laura Baldwin** [lbaldwin@aol.com](mailto:lbaldwin@aol.com) or **Jake White** [jake.white+ya@gmail.com](mailto: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



Aviation Supplies & Academics has released the seventh edition of the [Dictionary of Aeronautical Terms](#), which contains more than 12,000 aviation-specific terms and definitions.

Originally written by Dale Crane, this 832 page reference collects all of the terms in Title 14 of the Code of Federal Regulations, glossaries from FAA handbooks, advisory circulars, the Aeronautical Information Manual (AIM) and Pilot/Controller Glossary, as well as definitions not found in government publications to serve as the “ultimate resource for aviation terminology and nomenclature,” ASA officials said.

Available in both softcover and eBook at ASA:

<https://www.asa2fly.com/Dictionary-of-Aeronautical-Terms-7th-Edition-Softcover-P4405.aspx>

**Upcoming EAA Webinars** – check out others at <https://www.eaa.org/ea/news-and-publications/ea-webinars>

## Night Flight

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

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

*Join Larry Bothe, an 8,000-hour small airplane pilot and CFI, as he discusses basic information and best practices for flying at night. Topics include the FAA's definitions of night, airport and aircraft lights, flashlights, and night vision; hazards to night flight, such as obstacles and ground fog, and risk management during night cross-country flight.*

[Register Now >>](#)

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### "Airspace -- Keeping an Eye on Yourself --A Zoom Webinar"

Topic: Airspace Webinar

On Wednesday, December 16, 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:**

EA25102990

**Description:**

#### Do you know what airspace you're in?

Navigating the National Airspace System and knowing what equipment you need can be a challenge. In the New York City area, every airspace designation is represented, including special use airspace. There's a lot to know and it's all important!

In this Airspace "Master Class", we'll go beyond the basics of the VFR sectional and take a deep dive into everything that makes a sectional "tick." References to 14 CFR Part 91 and other FAA Publications will be provided. We'll learn how to avoid gotchas which could lead to an airspace incursion, or worse! A special emphasis will be placed on commonly misunderstood chart symbology, how to "use" advanced features of EFBs such as ForeFlight and Garmin Pilot to maximize situational awareness, and much more. This will be a fast-paced, interactive webinar presented by FAASTeam Lead Representative and EA25 Designed Pilot Examiner, Ryan Ferguson.

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

The sponsor for this seminar is: **FAA**STeam

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

Basic Knowledge 1 - 1 Credit

Basic Knowledge 3 - 1 Credit

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### "NAFI - Simulation For Flight Instructor Standardization"

Topic: This Program Will Cover How Simulation Can Be Leveraged To Improve Instructional And Learning Effectiveness.

On Wednesday, December 16, 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:**

CE03102919

**Description:**

Flight instructors are the backbone of the aviation industry. The Fundamentals of Instruction is a good starting point, but practical instruction techniques are typically left to the new CFI to discover.

When a new CFI provides educational training, it tends to be delivered by the instructor's employer and is one of the major challenges facing flight training organizations. Instructors that are skilled educators utilizing an organization wide training syllabus deliver better student outcomes which in turn leads to better business outcomes for the organization.

In this broadcast we'll cover how simulation can be leveraged to improve instructional quality at scale, and how small to mid-sized flight schools can deliver best-in-class student outcomes by focusing on equipping their CFIs with the right skills, techniques, and tools.

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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**"2020 The Year in Aviation Safety with Richard McSpadden"**

Topic: Review of General Aviation Safety Trends in 2020

On Thursday, December 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:**

NR03103035

**Description:**

2020 is a year we'll never forget. For General Aviation, the year brought peaks and valleys in activity and accidents. In some cases, we improved, in others we struggled. Join AOPA ASI's Richard McSpadden for a review of what we experienced in GA Safety in 2020 and what we can tell about 2021.

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

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**"(Re)Introduction to the Garmin GNS 430/530"**

Topic: A reintroduction to the basics of the popular Garmin GNS 430 and 530 navigator

On Friday, December 18, 2020 at 17:00 Pacific Standard Time (18:00 MST, 19:00 CST, 20:00 EST, 15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

**Select Number:**

WP05102944

**Description:**

Though they are now somewhat dated, the Garmin GNS530 and 430 remain ubiquitous in the GA fleet. These powerful navigation devices remain somewhat mysterious to many aviators, so Cap'n Mike will demystify the basics of this very capable equipment. Whether you've had

one for years, found a used one on eBay last week, or recently bought an airplane that came with one of these installed, you're sure to understand this gear better after this webinar.

Captain Mike Jesch flies a Boeing 787 on long-haul routes at work - with perhaps the most modern aviation navigation system available today. With deep roots in the GA world, he is a two-time Master CFI and has been flying for over 40 years. He earned his instrument rating in a Cessna 150 with vacuum tube radios, but he's flown behind a GNS530W in his personal Cessna 182 for a decade now and will bring his engaging and relaxed presentation style home to you.

Join host Captain Brian Schiff and presenter Captain Mike Jesch for this re-introduction to the wonders of modern GPS navigators. Using the Garmin simulator as well as photos and videos from his own airplane, we will illustrate, demonstrate, and educate on the basics.

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

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**"Wrong Surface Incidents - WHY Do They Happen and HOW To Prevent Them From Happening Again"**

Topic: Planning Surface Operations Before Departure

On Tuesday, December 29, 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:**

EA11103053

**Description:**

Wrong surface incidents occur whenever a pilot fails to plan in advance for the departure and/or the arrival. Compliance with 14 CFR 91.103, Preflight Action, requires the pilot to become

familiar with all available information BEFORE beginning a flight.

During this 90 minute webinar; YOU are in command of an airplane on a mission. We will explore the available planning information and YOU will make the Command Decisions about how to execute your mission flawlessly. Join us for an interactive exchange of ideas as we focus our planning effort on just the arrival into a busy and complex Alaska airport. There is much to consider. This is an open-discussion format where your pilot skill, experience and judgment will make the difference in the efficient planning and safe conduct of this arrival. Contributing our individual perspectives will be for the collective benefit of all. Everyone is encouraged to participate. This scenario is based upon an actual incident that did not end well for the unprepared pilot. Let's see if we can do better.

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

The sponsor for this seminar is: **FRG FSDO FAASTeam**

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

Basic Knowledge 3 - ½ Credit  
Basic Knowledge 3 - 1 Credit

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### "FAAST Knowledge - Live!"

Topic: Four Different Knowledge Subject Area  
On Tuesday, December 29, 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:

EA61102994

### Description:

What do you know? Join us for this event, where you play a role as the "Live" studio audience in covering 4 different knowledge subjects. See how your knowledge "stacks-up" with other pilots. We will cover 5 questions from 4 different subject areas. This is your chance to see what you know and also to learn some more to help make you a knowledgeable and well rounded aviator.

In this event, we will be covering:

- Risk Management and Single Pilot Resource Management
- Loss of Control
- Airspace
- Regulations: FAR Part 61, Subpart A

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

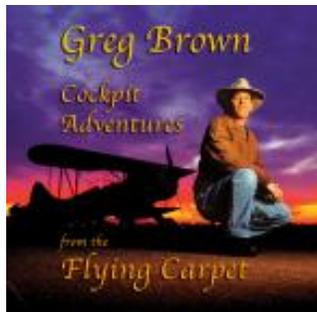
The sponsor for this seminar is: **New England FAASTeam**

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

Basic Knowledge 2 - ½ Credit  
Basic Knowledge 1 - ½ Credit

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

## Podcast & Apps & Gadgets -



Greg Brown Cockpit Adventures in a podcast!

<https://tunein.com/podcasts/Sports--Recreation-Podcasts/Greg-Brown-Cockpit-Adventures-from-the-Flying-Car-p1337432/>

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It's that time of year – NORAD is tracking Santa!! <https://noradsanta.org/>

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Video of Jet Man in Dubai: [https://www.youtube.com/watch?v=nj-lwv5NJKg&feature=emb\\_rel\\_end%5C](https://www.youtube.com/watch?v=nj-lwv5NJKg&feature=emb_rel_end%5C)

## 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)

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## 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](mailto: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](mailto: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!!!

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## 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-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!

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**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 (<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!

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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.

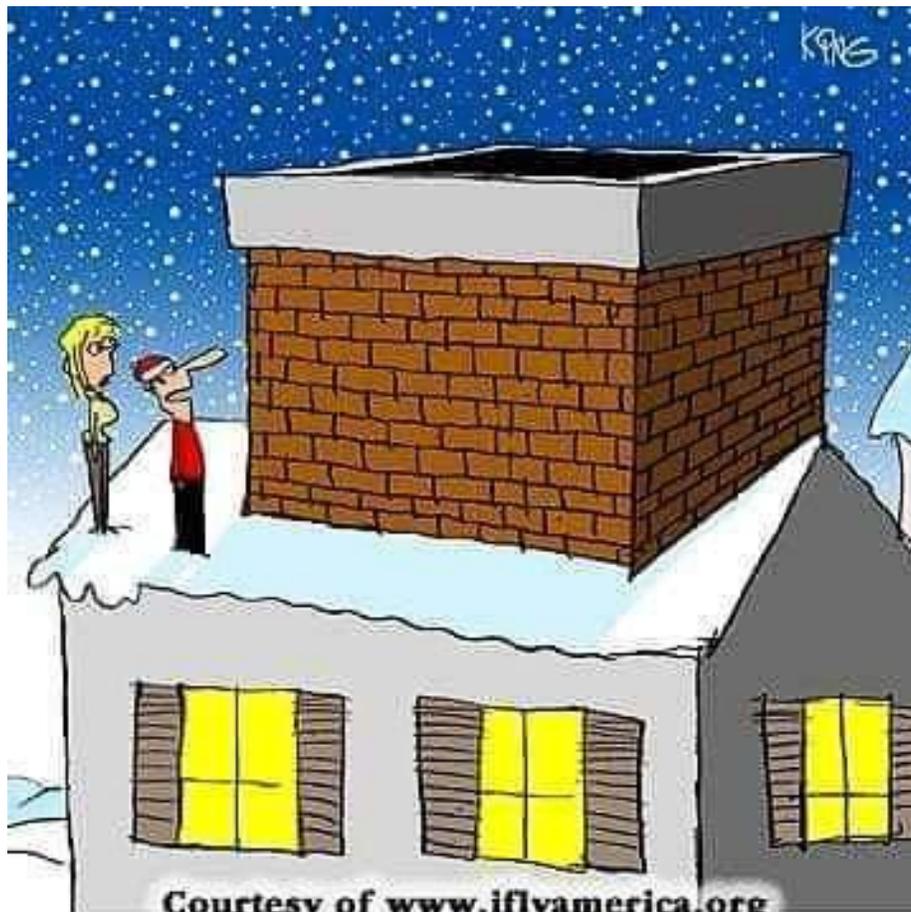
Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to [sportys.com](http://sportys.com) or call 800-SPORTYS – no special code needed.

**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 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!

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Courtesy of [www.iflyamerica.org](http://www.iflyamerica.org)

*"I built a larger chimney. That way Santa wouldn't have a problem getting a plane down it."*

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

