

# YALE AVIATION NEWSLETTER

January 2021

## UPCOMING EVENTS

- NEAM MLK Event – Monday, Jan 18 the New England Air Museum will be open in conjunction with their Flights of Fun Family Programs. Check out their in-person and virtual events here: [https://www.neam.org/shell.php?page=visit\\_family\\_fun\\_activities](https://www.neam.org/shell.php?page=visit_family_fun_activities)
- **Virtual Club Meeting** – February 7, 2pm. Associate member **Julian Campillo-Luna**, aerobatic airplane owner and Yale medical student, will give a short talk on how to apply the thought processes of aerobatics to everyday flying. Invitation with WebEx meeting info will be sent the week before. Any questions? Contact Laura Baldwin [lfbaldwin@aol.com](mailto:lfbaldwin@aol.com) .
- **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...

Welcome to new member **Henry Puciato**: I live in Guilford, CT with my wife Lisa and my son Marc (4) and daughter Emma (7). I have lived in Connecticut most of my life and currently work as a nurse practitioner for Middlesex Health. I have 2 older kids Jeffrey (22) and Jake (20). Jeff is also a pilot and Jake is working on getting his paramedic license. I have been flying for about 6 years, primarily with Jeff, and enjoy flying to Newport and cross country trips to Washington, DC and Cedar Point, Ohio, which has one of the largest amusement parks in the country. I can't wait to meet everyone and have fun with the new club setting.



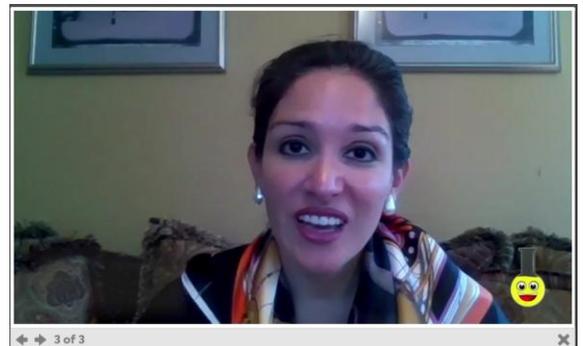
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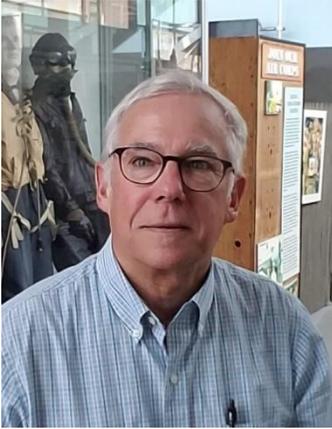
Member **Natasha Pavlinetz** has moved to Glennallen, Alaska (3-4 hours east of Anchorage) for the next 6 months (at least) and gone inactive therefore. She is a mobile intensive care paramedic (MICM) at a level 2 trauma center covering 14,000 sq miles. Check out her adventures on Facebook!

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Associate member **Dr. Ty Kamp** has contributed to a new series called Learning by Doing , a collaboration

between Yale's Franke Program (where she is assistant director) and MIT's Full Steam Ahead Group. It is a set of YouTube videos showing guided exploration to grow young students' excitement about science and its possibilities in an effort help out in-home education. Details can be found on the [project website](#), along with Ty's 2 videos.





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.

Jack helped develop the successful immunization platform used to treat Ebola.

Award winners will be announced in March 2021.

**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!*

## 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** has 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. <http://www.robinsonaviation.com>
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](mailto:lfaldwin@aol.com); 203-517-5409 cell).
3. **Please be sure to disinfect the cabin and controls as outlined in your confirmation email from Flight Circle.** Charlie has supplied each airplane with gloves, but bring your own disinfectant, being sure NOT to use chlorine-based cleaners on the delicate avionics.

**CO Detection**

As a precaution, we have included an electric CO detector in N55044 (there used to be one in N32028 also) to supplement the button-type CO detecting cards already installed on the panel in both airplanes. Anyone flying 55044 should be sure to turn on this unit (found in the passenger side pocket) to assist in warning of high CO levels, especially in winter when the cabin heat might be in use. It needs no further manipulation than to **turn it on by holding down the power button for the count of three** – as set, this electric



unit will display the CO in ppm (parts per million) and make an audible & flashing low level warning with CO over 35 ppm. OSHA guidelines are no more than 50 ppm average over an 8 hour day, so hearing the audible warning should not send anyone into a panic. By comparison, 200 ppm over 2-3 hours results in a slight headache and loss of judgment. 800 ppm over 45 minutes results in dizziness, nausea and convulsions.

Even at low levels, mitigating the risk by opening an outside air vent, turning down the heat, or altering your flight attitude (if doing slow flight) might be in order if you hear or see the alarm.

For more information the TOCSIN3 manual can

be found here: [https://www.brandtinst.com/Otis-Instruments\\_Portable-Gas-Detectors/Images/OI-315-TOCSIN3-CO-Cockpit-Monitor-Operation-Manual-Rev.-2.0.pdf](https://www.brandtinst.com/Otis-Instruments_Portable-Gas-Detectors/Images/OI-315-TOCSIN3-CO-Cockpit-Monitor-Operation-Manual-Rev.-2.0.pdf)

And for those of you who are EAA members, you can view their archived webinar on Surviving CO Exposure here: <https://eaa.org/Videos/Webinars> It is fascinating!

Carbon Monoxide Poisoning Symptom Guide	
Concentration	Symptoms
35 ppm (0.0035%)	Headache and dizziness within 6-8 hours of constant exposure
100 ppm (0.01%)	Slight headache in 2-3 hours
200 ppm (0.02%)	Slight headache within 2-3 hours; loss of judgment
400 ppm (0.04%)	Frontal headache within 1-2 hours
800 ppm (0.08%)	Dizziness, nausea, and convulsions within 45 minutes; insensible within 2 hours
1,600 ppm (0.16%)	Headache, tachycardia, dizziness, and nausea within 20 minutes; death in less than 2 hours
3,200 ppm (0.32%)	Headache, dizziness and nausea within 5-10 minutes; death within 30 minutes
6,400 ppm (0.64%)	Headache and dizziness in 1-2 minutes; convulsions, respiratory arrest, and death in less than 20 minutes
12,800 ppm (1.28%)	Unconsciousness after 2-3 breaths; death in less than three minutes

**32028** is experiencing a problem with the Comm 2 radio where it will transmit but not receive. Otherwise it is A-OK.

**55044** continues to periodically show high CO readings if in 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 installation of a new engine expected mid-February.

**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** [lfbaldwin@aol.com](mailto:lfbaldwin@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

Check out this information on **ATC Zero** events, which can shut down facilities with little notice, making even busy airports “non-towered” <https://www.aopa.org/training-and-safety/air-safety-institute/safety-notice/safety-notice-atc-zero-events>

### FAA Air Traffic Facilities Affected By COVID-19

Notice Number: NOTC1650

This Notice is intended to alert General Aviation (GA) pilots of the conditions they may encounter while operating in terminal airspace or controlled airspace surrounding an airport tower when those ATC facilities close for COVID cleaning. Due to the COVID-19 public health emergency, the FAA has temporarily closed certain ATC facilities, which may impact or reduce ATC services or leave the airspace uncontrolled or handled by another facility. Often these closures have been in high volume airspace with a mix of GA and Air Carrier operations.

Please take the time to consider the following if you are planning a flight to and from airports with ATC Towers.

- Check Notices To Airmen (NOTAMS) and thoroughly review your pre-flight briefing. NOTAMS for ATC Zero can pop up quickly.
- If the airport is familiar to you, realize that the normal ATC procedures such as arrival routes, traffic patterns, etc. may not be in place during non-towered operations. It is now up to the pilots arriving and departing the airport to provide separation and sequence landing and takeoff operations.
- Tune in to the Common Traffic Advisory Frequency (CTAF) well in advance to raise your situational awareness of the flow of traffic already established at the airport.
- Whether you are VFR or IFR, announce your position and intentions prior to the Final Approach Fix (IFR) or at least ten miles prior to entering the established traffic pattern (VFR).
- If you cannot adequately determine the flow of traffic and your position in the flow, do not hesitate to hold a safe distance from the airport until your situation is clear to you. You can always fly to an alternate until things settle down at your destination.
- Once on the ground exercise extreme caution taxiing to and from the runway AND make sure that the runway and extended centerline in both directions is clear of traffic before crossing any runway.
- Above all keep your eyes and ears outside the cockpit as much as possible so you can see and avoid an unintended occurrence.

Here are some online resources that may help:

A map showing ATC Facilities affected by COVID-19 - <https://www.faa.gov/coronavirus/map/>

The Airmen's Information Manual – Airport Operations -

[https://www.faa.gov/air\\_traffic/publications/atpubs/aim\\_html/chap4\\_section\\_3.html](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap4_section_3.html)

FAA Advisory Circular 90-66B – Non-Towered Airport flight Operations -

[https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentid/1032988](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/1032988)

Safety Alerts For Operators (SAFO) 20012 -

[https://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo/all\\_safos/](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/)

Please fly safely. Be prepared. Have a plan of action and proceed to your alternate airport when your situation does not look or feel right.

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The [Dynamic Regulatory System \(DRS\)](#) is a comprehensive knowledge center that includes all regulatory guidance material from the Office of Aviation Safety.

DRS combines more than 65 document types from a dozen repositories into a single searchable application. It also includes all information found in the Flight Standards Information System (FSIMS) and the agency's Regulatory Guidance System (RGL). You can browse or search the more than 2 million regulatory guidance documents. A complex search engine serves as the backbone of DRS and allows for basic or very advanced searches, while applying a variety of filters. The system includes pending, current and historical versions of all documents along with their revision history. And to ensure you have the most current documents, it is updated every 24 hours.

DRS is mobile-friendly and users will get the best experience using Chrome or Safari. DRS does not support Internet Explorer. <https://drs.faa.gov/search>

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

### How Mags Work

WEDNESDAY, FEBRUARY 3, AT 7 P.M. CST

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

[Register Now >](#)

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### ATC and You: How to Make the Most of Flying VFR

WEDNESDAY, FEBRUARY 10, AT 7 P.M. CST

Presenters: Richard Kennington and Bob Obama | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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### ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace

WEDNESDAY, FEBRUARY 17, AT 7 P.M. CST

Presenters: Richard Kennington and Bob Obama | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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### Owner in Command: Things I Wish I Knew Before I Knew Them

WEDNESDAY, FEBRUARY 24, AT 7 P.M. CST

Presenter: Sebastien Seykora | *Qualifies for FAA WINGS and AMT credit.*

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### "Tire Maintenance for the Owner"

Topic: Preventive Maintenance Allows an Owner to Perform Maintenance by Changing Their Own Tires, But Should They.

On Tuesday, January 19, 2021 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:**

EA39103314

**Description:** Failure to follow procedures is a leading cause for maintenance related accidents. An owner can replace the tires on their aircraft. The real question is do you have the knowledge and the experience to perform this task. Failure to properly secure aircraft components has led to system and component failures. Some of those failures have compromised powerplant and control system operation resulting in crashes. Tune in to hear an experienced mechanic talk about everything that can go wrong in performing this simple task. This is an on going series of owner preventative maintenance items. Learn what you can about preventive maintenance as an Owner/Operator, to avoid being that maintenance accident statistic.

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

The sponsor for this seminar is: **North Carolina FAASTeam**

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

Advanced Knowledge 2 - 1 Credit  
AMT: 1.00

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### "NAFI Presents Beyond the ACS - Upping Your Flying Game"

Topic: Advice 'Beyond The ACS' For Pilots And Flight Instructors Who Want To Improve Their Skills And Safety.

On Wednesday, January 20, 2021 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:**  
CE03103339

**Description:** Presenter Catherine Cavagnaro, DPE, CFI-I, ATP, PhD, draws from her experience as an aerobatic flight instructor, FAA designated pilot examiner, monthly contributor for AOPA Pilot Magazine and mathematics professor to offer advice for pilots and flight instructors who want to improve their skills and safety. Catherine produces her own videos that make aerodynamic principles clear and interesting.

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:

Advanced Knowledge 2 - 1 Credit

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### "Seat Belt Inspection and Replacement for the Owner"

Topic: Preventive Maintenance Allows an Owner to Inspect and Replace the Seat Belts in their aircraft, But Should They.

On Wednesday, January 27, 2021 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:**  
EA39103347

**Description:** Failure to follow procedures is a leading cause for maintenance related accidents. An owner can remove and replace components on their aircraft. The real question is do you have the knowledge and the experience to perform this task. Failure to properly secure aircraft components has led to system and component failures. Some of those failures have compromised powerplant and control system operation resulting in crashes. Tune in to hear an experienced mechanic talk about everything that can go wrong in performing this simple task. Learn what you can about preventive maintenance as an Owner/Operator, to avoid being that maintenance accident statistic.

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

The sponsor for this seminar is: **North Carolina FAASTeam**

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

Basic Knowledge 3 - 1 Credit  
AMT: 1.00

## Podcast & Apps & Gadgets -

**boldmethod** ▶

I am a big fan of the **Boldmethod.com** website. They produce podcasts, videos, a daily newsletter with a short 5 or 6 question quiz, and on their website you can find “CFI Tools” which consists of four free interactive tools showing the aerodynamic effects of CG movement, turns around a point, climbs/descents, and turns both coordinated and uncoordinated. Just as interesting for students as for experienced pilots. <https://www.boldmethod.com/cfi-tools/overview/>



Check out this new podcast supported by the insurance company AVEMCO: **I Learned About Flying From That**. After all, you can't make all the mistakes yourself – there's not enough time!

Work on filling your experience bucket well before your luck bucket runs out by listening to this podcast, hosted by air show host Rob Reider.

<https://podcasts.apple.com/us/podcast/i-learned-about-flying-from-that/id1544875746>

## 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 late 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 KXVN 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!!!

## 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!**

**YA MERCHANDISE!** Check out our two online "storefronts" for purchasing YA-logged 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](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 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 in the next few weeks. 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 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