

YALE AVIATION NEWSLETTER

February 2021

UPCOMING EVENTS

- **Wash & Wax** – We are working on how to do social appropriate airplane cleaning in the spring. Please contact Laura Baldwin (lfbaldwin@aol.com) if you have a clever idea....

PILOTS...

Welcome to new members:

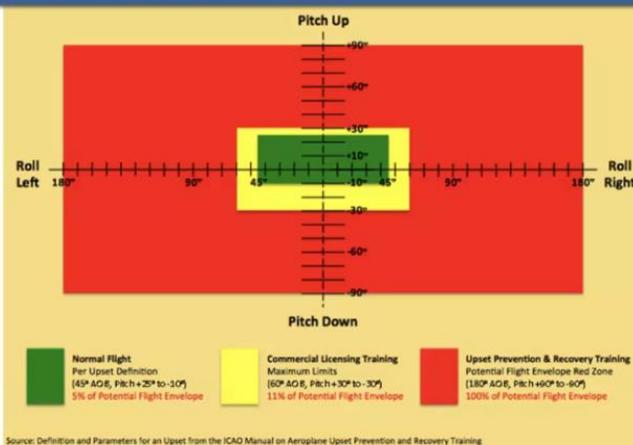


Maggie Piotrowski - I live in New Britain, CT and am currently studying Computer Science at the University of Hartford. I work as a system administrator at U of H and as a software development intern at a start-up in Hartford. I have been flying for a little over 2 years, just received my PPL last year, and am excited to see where my aviation journey will take me. I love flying because it allows me to challenge myself, explore new destinations, and feel a sense of freedom in the skies. I'm very grateful to have the opportunity to be part of this flight club, and am excited to get to know everyone.

Charles Crawley - I am married and live in Madison. Way back when, I got my pilot's license during college. After graduation, I joined the Air Force and flew C 141s all over the world, and later, flew rescue HH 3s in the NY ANG. During that time, I also flew S 61s for NY Airways, the NYC helicopter airline. I used my aviation knowledge and experience to have a career in aviation insurance and reinsurance, retiring in 2015. Right now, I am excited about getting back into flying with Yale Aviation, and meeting the members.



Training & Operational Flight Envelopes



Aerobatics

On February 7 associate member **Julian Campillo-Luna**, aerobatic airplane owner and Yale medical student, gave fifteen of us a fascinating talk on aerobatics, touching on the regulatory definitions, the airplane needed, and what it is like to do these abrupt, unnecessary but planned moves located farther at the edge of the envelope than we normally fly. In fact, as Julian notes, aerobatics is all about getting OUT of an unusual attitude!

Born in Medellin, Colombia, Julian comes from a family of pilots, so he was encouraged to learn how

to fly before going to college and medical school. He learned aerobatics from various masters: Sean D Tucker, Will Allen and Patty Wagstaff. The airplane needed is specifically designed for that purpose, with structural reinforcement, unique airfoil shape, control Instability, plus modifications to the fuel and oil systems. The pilot needs to be aware of the effects of G-forces that might vary from +5 to -2. So why do it? Because it is fun, can improve your insurance costs, teaches better stick and rudder skills, but overall because it makes a safer pilot.

Should you want to experience an aerobatic flight, Julian invites you to contact him (once you are vaccinated) at juliancampilloluna@gmail.com . He owns an aerobatic airplane hangared at Oxford. If you want to train, he suggests various folks in the northeast.

So... who can teach me?

Michael Goulian
<http://www.mikegoulianaviation.com>

Mike Bellenir
mike.bellenir@gmail.com

Aaron Ham
<https://s2cllc.com/index.html>

Adam Cope
<https://dcaerobatics.com>

Jim Mancini
<http://1staerogroup.com>

And these are just the locals

Speaking: Julian Campillo

Layout

Julian Campillo

Julian Campillo

Julian Campillo

Auguste Fortin

charlie

David

If you missed the presentation, check out the link here for the video:

https://drive.google.com/file/d/1UxrzQElhxX6ceQ-tllxfT_Zu4gQwQGGN/view?usp=sharing . Or you can see the slides here:

https://drive.google.com/file/d/1nXJvNOr4ykf6DWvtOgGUZUNHT_hYqali/view?usp=sharing

ARVY the Pelican:

In case you haven't read about it, here is a link about the two women who flew a frozen pelican back to Florida in a student-built RV based in Meriden -

<https://www.myrecordjournal.com/News/Meriden/Meriden-News/The-volunteers-who-flow-Arvy-the-pelican-to-Florida-have-a-long-return-journey-ahead-of-them?fbclid=IwAR0b0Bc7IMjalKyOoXmGVbJdhGX6C-WEQKeZeQc-rq8iE6zJYtza-o2wnV0>

Flight to Alton Bay

Joel D'Angelo and Laura Baldwin

flew to Alton Bay on Feb 13, 2021 – the first Saturday this year that the FAA-sanctioned ice runway was open. It was a bit of a mad-house with an ongoing stream of 4-5 people in the pattern jockeying to land on Runway 01W and back-taxi for takeoff or parking. Paul LaRochelle, Ice Runway Manager, did an excellent job of coordinating on CTAF those who were taking off with those who were landing, and letting folks know when there was a spot in the parking area.



The ice runway conditions were perfect, though, and KLCI (Laconia Airport, just a few miles to the west) made an excellent place to stop and refuel. Very nice people there!

So, check out [Alton Bay Seaplane Base and Ice Runway](#) on Facebook, and certainly before flying up there. There is a very helpful YouTube video to

watch before attempting this non-towered adventure.

Alton Bay will have to close by April 1, but as long as the ice remains safe, this is a wonderful and novel experience!





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:
* Leaving the prop in an upright position after you fly can prevent water from accumulating in the spinner and becoming a block of hard-to-melt ice. * 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 (lfbaldwin@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.

... & PLANES

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>

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



Airplanes dug out (first of many times this month!) and ready to fly – why is the prop in the upright position, do you know???

32028 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-March (Lycoming reports our engine should be finished March 3!)

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 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.

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

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>

Runway Safety Videos - https://www.faa.gov/airports/runway_safety/videos/

FAA's From the Flight Deck video series provides pilots with actual runway approach and airport taxiway footage captured with cockpit mounted cameras, combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

View the map online for From the Flight Deck videos and links to location-specific safety information. New locations will be added to the map as videos become available.

AOPA Rusty Pilot Seminars:

https://www.youtube.com/playlist?list=PLQCVVYDKYo3K_AblL_6Xvx0EZJNLgqjr0

An interesting series of 1 hour videos on all manner of issues of interest to Rusty Pilots. Entertaining, and informative!

New Course! Alton Bay Ice Runway - Decision Making on Ice

Notice Number: NOTC1686

The Alton Bay Ice Runway has opened for the season!

Each winter, a unique airport in New England opens for just a short time. It is a great opportunity to try something new and challenging and experience some terrific winter flying. It also requires good Aeronautical Decision Making - Are you ready for both?

This "annual" webinar to help prepare pilots for this unique airport is now an [FAASAFETY.GOV](https://www.faa.gov/faasafety) course for WINGS knowledge credit!

Course # ALC-671

Click here to go to the course: [Alton Bay Ice Runway - Decision Making on Ice course](https://www.faa.gov/faasafety/ALC/CourseLanding.aspx?CID=671)

or copy and paste the following into your browser:

<https://www.faa.gov/faasafety/ALC/CourseLanding.aspx?CID=671>

FMI:

Stephen K. Brown - FPM

781-238-7536

Stephen.K.Brown@FAA.GOV

**FAA to Hold Webinar on Aviation Noise Effects
and Mitigation Research Portfolio**

WASHINGTON – The [Federal Aviation Administration \(FAA\)](https://www.faa.gov) will hold a public webinar to present its recently-released Noise Research Portfolio and Neighborhood Environmental Survey on Monday, Feb. 22, 2021, at 6:00 p.m. ET.

The webinar will provide an overview of the agency's noise research program, including the survey, followed by a live question and answer session. It will be held on the Zoom platform and livestreamed across social media on the FAA's Facebook, Twitter, YouTube and LinkedIn accounts. You can [register to attend the webinar](#) on our website.

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

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 Obma | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

"NAFI Presents TSA Training - Why It Is Important"

Topic: TSA Inspector Presents Information On The Regulation Requirements To Keep The Aviation Community Better Secured

On Wednesday, February 17, 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:

CE03103728

Description:

This presentation will cover Transportation Security Regulation 49 CFR 1552 and its applicability to all flight training providers, who provide training leading to an FAA certificate.

The training will give each participant the information needed to comply with the requirements of the regulation and keep the aviation community better secured. In addition, resource documents for future reference and who you can contact if you find yourself needing more information.

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

"New England Civil Air Patrol Safety Day"

Topic: Aeromedical Factors, Sharing Airspace with Army National Guard, Drone Operations & Safety, Weather & Spring Flying

On Saturday, February 20, 2021 at 08:30 Eastern Standard Time (05:30 PST, 06:30 MST, 07:30 CST, 03:30 HST, 04:30 AKST, 06:30 Arizona, 13:30 GMT)

Select Number:

EA65103303

Description:

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.*

This Civil Air Patrol Safety Day is open to all pilots. Please join us as we discuss the important topics listed above.

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

The sponsor for this seminar is: **FAASTeam, Portland FSDO**

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

Basic Knowledge 3 - 1 Credit

"CASE-Study Non-Towered Airport Operations Part 1 of 2"

Topic: NTSB Accident Records Indicate The Need For Pilots To Become More Familiar With Non-Towered Airport Operations.

On Tuesday, February 23, 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:

CE03103731

Description:

The Coalition for Aviation Safety Education (CASE) presents this two-part course as a guide to help outline best practices during a simulated corporate flight from St. Louis Downtown Airport to Montrose Regional Airport in Colorado after the towers at those airports have closed.

Part 1 of 2 broadcast on February 23, 2021 1900 Central

Part 2 of 2 broadcast on March 23, 2021 1900 Central

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 1 - 1 Credit

"Many Happy Returns"

Topic: Avoiding runway excursions and runway

overruns.

On Thursday, February 25, 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:

EA23103507

Description:

We want our return to the airport to be as happy as our departure. But far too many landings end up off the runway. Sometimes these excursions happen when an airplane departs the side of a runway and some happen when the airplane runs off the end. Serious injury or death from runway excursions is not common but does occur. Minor injuries and costly damage to the airplane and sometimes to airport

facilities is however a frequent result of runway excursions.

This live webinar will examine the common causes of runway excursions and offer some ways to help avoid them.

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

Podcast & Apps & Gadgets -

NTSB Aviation Safety videos:

<https://www.youtube.com/playlist?list=PL5aVmmm4Qt9Fr37yky1YoUC4r5A5miP8L>

Thanks David Mikhail: Check out Juan Trippe and Yale Aviation (well, a mention @ 12:50) in Across the Pacific: Episode 1 "Airborne" on PBS: <https://vpm.org/watch/articles/13582/across-the-pacific-episode-1-airborne>

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 KHN to access the aircraft. To obtain one you must

1. Have a completed application signed by our TSA signatory, **Laura Baldwin** (203-966-8499, lfaldwin@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 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 15th of every month. Please let me know if you have any news, suggestions, or comments:

YASecretary@aol.com

Laura Baldwin, Secretary