

YALE AVIATION NEWSLETTER

July 2021

UPCOMING EVENTS

- **Flyout to Niagara Falls** – Saturday & Sunday, August 7-8. RSVP to Joel D’Angelo (dangelojoel@gmail.com).
- **Mory’s Get-Together** – Thursday, September 16, 5:30 pm to 7:30 pm. RSVP to Laura Baldwin (lfbaldwin@aol.com).
- **Events at NEAM this summer:**
 - **August 21 - Space Expo 2021** - Join us for SPACE EXPO 2021 featuring former NASA Astronaut Susan Kilrain (one of three women to fly the Space Shuttle) as well as intergalactic characters from the 501st Legion Connecticut Garrison, hands-on activities, and more! **Visit our website** for details.

PILOTS...

Welcome to new member **Rich Cobb**: I am a software engineer and entrepreneur. Flying for me is about two things: altitude—I am a height junkie, and freedom—piloting an aircraft is without comparison. I got my PPL in September 1989. I did it a little bit differently than most: my introduction was a weekend ground school offered by Sporty’s in late 1988. Classes were all day Friday and Saturday, finishing Sunday morning, with the written exam Sunday afternoon. I passed the test without having actually been in the cockpit of an airplane! I was hooked and when on to flight training. I was active for a few years, but it turns out that starting businesses (I’m on my seventh) takes a lot of time and it doesn’t leave much for the kind of practice it takes to be a safe, confident pilot. But I always missed flying and now I am thrilled to get back to it. Becoming a Yale Aviation member is going to open up some doors that have been closed for too long!



And welcome to new member **Osama Gedeon**: My name is Osama Gedeon, twenty one years old, studying chemical engineering at Yale. This is my last year. I am from Jordan, where I have lived my whole life before coming to study here. I always wanted to become a pilot, but year after year flew by. The time and situation have finally made flight lessons a possibility. I found Yale Aviation in my first year in New Haven, and have since decided that I am going to learn within the club. I am really looking forward to starting my journey.

Group Chat for Safety Pilots

Josh Snow has created a group chat/email list for club members interested in being safety pilots for IFR currency flights. The idea is that if a club member is looking for a safety pilot, he/she can send a note out to everyone on the list to see if anyone is interested in helping out.

To be a safety pilot, you have to be at least a private pilot, but you do **not** need to be instrument rated.

Why should you consider being a safety pilot? (1) It's fun to fly with other club members; (2) for non-instrument rated pilots, it's good exposure to IFR flight processes; (3) you are helping club members with their currency; (4) depending on how you decide on PIC responsibility, you can potentially log the time (<https://www.aopa.org/training-and-safety/learn-to-fly/old-pages/logging-cross-country-time/logging-time-safety-pilot>).

If you are interested in joining the group chat or email, please send the following information to Josh at this email address: joshua.r.snow@medtronic.com

Name:

Email:

Mobile Number:

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; 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

32028 is currently up at KBAF having its 100 hr/annual performed, along with the AD spar inspection required. There have been issues with Comm2, which we are working on, and the rather persistent hydraulic leak will be investigated. We will have more information by the weekend as to when this work will be completed.

55044 is continuing its saga. After the first flight with the new engine was hampered by an alternator failure, a new alternator and voltage regulator were installed. The second flight also had alternator problems, although less severe. We have taken 55044 to KBAF to be looked at, and expect that it should be back online soon, at which point we can continue with the break-in process.



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

New Animation @ Runway Safety Simulator

Notice Number: NOTC1944

The FAA is happy to release the newest animation to the Runway Safety Pilot Simulator (www.runwaysafetysimulator.com). This latest animation stresses the importance of saying “unable” when pilots are not ready or able to accept a clearance from ATC.

Title 14 of the Code of Federal Regulations (14 CFR) part 91, section 91.123 requires a pilot to follow all ATC clearances and instructions, but the final decision to act on ATC’s instruction rests with you. If you cannot safely comply with any of ATC’s instructions, inform them immediately by using the word “Unable.” Effective communication between controllers and pilots is essential when operating on the airport movement areas. Watch our latest animation “Unable” and make sure this does not happen to you.

The Animation library contains a number of animations that are recreated using actual, de-identified, events of runway incursions, excursions or surface incidents driven by data and recent Pilot Deviations (PDs). Learning from actual events, or ‘hangar talk’, is a valuable resource for pilots to gain knowledge outside of the cockpit and classroom, and get tips on best practices. Check out the animation library to learn by other topics such as, Use the Airport Diagram, Eliminate Distractions, Heads Up-Eyes Out, and a Wrong Surface three-part mini-series focusing on runway confusion. The Runway Safety Pilot Simulator also contains three Scenarios for new, and rusty, pilots to practice taxiing on the airport movement areas, to and from the runways, by listening to air traffic controller instructions, and selecting answers via decision-points.

Keep checking back as new animations are developed and let us know what you think. Your

input has been a crucial part of the development of this free tool.

<https://www.runwaysafetysimulator.com/>

Fly Safe,

Joe Foresto

FAA Commercial Operations Branch

Joseph.M.Foresto@faa.gov

"NAFI Presents - 56 Seconds to Live"

Topic: View A Simulated Accident Scenario Then Go Back To See How Smart Decisions Made At The Right Time Are The Key To Survival On Wednesday, July 21, 2021 at 19:00 Central Daylight Time (17:00 PDT, 18:00 MDT, 20:00 EDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

Select Number:

CE03106044

Description:

What would you do if you had only 56 seconds to live?

Far too often, that is the final countdown for helicopter pilots who do not make sound aeronautical decisions during all phases of VFR flight.

This course provides proven tactics to help both fixed wing and helicopter pilots avoid deteriorating weather as well as learn how to respond as viable options run out.

Experience a simulated accident scenario, then wind back the clock to reveal how smart decisions made at the right time are the key to survival.

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

"Flight Safety - What every pilot needs to know about this core aviation concept"

Topic: 'Flight Safety' What every pilot needs to know about this core aviation concept.

On Tuesday, July 27, 2021 at 19:00 Eastern Daylight Time (16:00 PDT, 17:00 MDT, 18:00 CDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

Select Number:

EA17105812

Description:

Flight Safety is a term that is used routinely everyday in aviation, but the definition of this aviation term is not always understood. Understanding what "Flight Safety" means in aviation, and how to apply and incorporate core Flight Safety concepts

to your aviation related flying activities, is critical to insuring the successful safe outcome of every flight.

In this program, we will explore the definition of Flight Safety, an overview of the core elements of Flight Safety, Risk Assessment, FAA Risk Assessment Tools, Airman Certification Standards, Aviation Decision Making, (ADM), Airman Medical Safety, and basic Safety Management System concepts, (SMS).

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

The sponsor for this seminar is: **FAAsteam and PHL FSDO 17**

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

Basic Knowledge 1 - 1 Credit

Basic Knowledge 3 - 1 Credit

Podcast & Apps & Gadgets –



It may be neither a great automobile nor a great airplane, but who wouldn't want to try out a flying car??? Check out this YouTube video: <https://youtu.be/a2tDOYkFCYo>

Or maybe just a backpack helicopter?

<https://www.planeandpilotmag.com/news/the-latest/2021/06/18/video-backpack-helicopter-is-amazing-and-terrifying/>

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 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 (T & Th 9am to 3pm) will have staff on site to accommodate up to 4 people for badging and renewals. Other days and times are By Appointment Only. 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-part Yale Aviation, Inc History by **Hank Galpin**. Check it out!!! (Suggestions for further revisions welcome)

IF YOU DON'T LIKE YOUR PICTURE ONLINE, PLEASE SEND ME A BETTER ONE!

YA MERCHANDISE! Check out our two online "storefronts" for purchasing YA-logoed merchandise! One is 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 -

Jake White has been working with **Jay LeBoef** of Stem Pilot to update the simulator's systems, and in fact Jay has offered to donate a whole new system to the club! Once we receive the new unit, it will be set up in the flight school, where 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