

YALE AVIATION NEWSLETTER

August 2021

UPCOMING EVENTS

- **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...

Parker Wood's Summer Cross-Country in N32028

In late July, I flew down to Baltimore, MD, picked up a friend for a quick flight over to Harrisburg, PA where we explored downtown and spent the night. We flew back to Baltimore and I dropped her off then came back home.



I spent a few days planning the route. I made sure to bring energetic snacks (beef jerky, cliff bars, water, and gatorade) to keep me going. It was within 60NM of the DCA VOR, so I completed the DC SFRA training. I wasn't sure how busy the NY class B would be, so I planned KHVN to SAX (Sparta VOR) to KCKZ (fuel/rest) to KMTN (fuel) then to KCXY. I estimated around 3:30 of flight time for the trip there and the same for the trip back. I used 1800wxbrief.com for standard weather briefings and filing VFR flight plans for each flight I conducted. I also had flight following for every leg of the flight.

After takeoff, I got established at 4,500. Upon contact with NYAPP, they cleared me into the bravo at 6,500. There was a cloud layer at 6,000. I maintained VFR and ATC was prompt with calling out all of the jet traffic in the area. Outside the bravo, I maintained FF until I reported the field in sight.

I landed at KCKZ, where I planned to get some fuel. The 100LL storage tank was empty and the truck was supposed to arrive earlier that morning to refuel. Being cleared direct instead of around the bravo saved me time and fuel. I dipped the tanks with the fuel gauge and I had enough fuel to continue to KMTN (and land with a 30 minute reserve). Just as I was preflighting to take off again, the fuel truck arrived with 100LL, but, per the FBO, it would take 2-3 hours to settle in the aboveground storage tank before use.

I took off and received FF down to KMTN. Potomac approach made sure I steered clear of the multiple restricted areas NE of the airport. I landed uneventfully at KMTN. Got tabs for fuel and added two quarts of oil. I met up with my friend, and we took off headed to KCXY. Again, picked up FF and navigated around the class D airspace next to KCXY. The following morning, we got fuel at tabs and picked up TRSA/FF services back to KMTN. Dropped her off, got full fuel and planned the return trip.

Instead of flying back to KCKZ, I decided to change things up a bit and explore a different airport. I flew to BELAY INT then to N51 to avoid the restricted areas around KMTN and Philly bravo at 3,000. N51 was very busy. It took me a few minutes to squeeze in a radio call on the CTAF. At N51, I dipped the tanks to ensure I had enough fuel to go my planned route of SAX to KHVN. One small issue at N51 is for takeoff on RWY 22, you need to backtaxi about 1/3 of the runway to turn around. No issue when there is no traffic, but it was a Saturday afternoon. I had to wait on the ground for about 10 minutes waiting to squeeze a take-off in between landing traffic.

I flew north towards SAX until NYAPP cleared me into the bravo at 5,500. There was also a FEW cloud layer at 5,500. I let NYAPP know when I needed to turn 10-20 degrees to avoid the clouds (I was 3 SM & clear of clouds the entire time). Outside of the bravo, I descended to 3,500 and made my way back to KHVN without issue.

It was the most I've ever flown over a two day stretch and furthest flights. Overall, I added 7.9 hours on the Hobbs - all cross country time. I'm looking forward to my next flying adventure.



Coronavirus Protocols

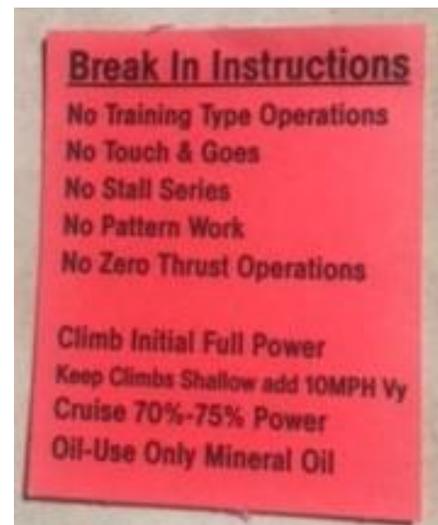
Should you decide to take one of our airplanes to go flying, please be sure to remember the following:

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

32028 : A thorough preflight uncovered that the VOR antennas had both broken off – which can happen if the stress fractures shown progress too far. In addition, the tail beacon light had become extremely weak. Both these items are being replaced, as well as Comm2 is reinstalled after several weeks being repaired. Plus we get a shiny new tail cap! The airplane should be back in service by the end of the week.



55044 : As reported previously, we have taken 55044 to KBAF to have its wiring reviewed and attempt to figure out why the alternator keeps going off-line. Only then can we continue with the break-in process. We are reviewing the situation week by week knowing that we will have an excellent and dependable aircraft when this one glitch is found!

ALSO NOTE for 55044:

1. We must be vigilant at keeping water out. **Please, always use the airplane cover when you know it will be raining, as this will really help!** If the weather is sunny or it is summertime, then having the cover off is preferred. When in doubt, ask **Charlie Skelton**.

2. Remember: **you MUST have two (2) people to remove the cowling.** Scrapes and chips can easily occur, and this is most probable when you try to remove the cowling with one person only!
3. The seat-back covers (those “caps” that slip over the top of the seat to prevent wear on the fabric) should be in place when you leave the airplane.



HOW WE TREAT OUR AIRPLANES! When you arrive at the airport, you should expect the aircraft to be in good condition. If the aircraft is not up to this standard, please let chief pilot **Charlie Skelton** (203-640-3580) know so he can improve matters.

Remember:

- **TAKE OUT THE TRASH!** Please be sure any spare paper, charts, etc are removed after your flight.
- **CAREFUL WITH THE BRAKES!!** We have had 5 tire changes in the last year, with “flat spots” often seen on the tires of both airplanes. This is most commonly caused by *landing while holding the brakes* or braking too hard to make the first turn off the runway. PLEASE, be kind to the tires, and watch how you are using the brakes.
- **Tied down securely, with proper knots, taut lines, and no spare length of rope that can whip around in the wind.** Please ask if you need a demo or some practice in this vital area for airplane security.
- **Gust lock is in position, window closed, aircraft locked (both baggage compartment AND door), COVER ON!**
- ALL instruments turned off –*particularly important for doing the hot mag check at shut-down*, since an unexpected electrical surge could fry delicate avionics equipment left on!

Be sure to leave our airplanes secure and clean – just like YOU would like to find them!

Updating our Garmin databases –

Remember when you turn on the avionics in our airplanes to always hit the “update” softkey on the Garmins to be sure that the databases are always updated.



Flight Circle

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

- If the Hobbs number is changing, **PLEASE use the number it is changing to** in your calculations. More flight time in your logbook! This is a club policy – ANY part of a number showing means that number should be used!
- If your preferred time-slot is not available, we encourage you to make a **BACKUP reservation** instead of a PRIMARY one – there is a pull-down menu for “Reservation Type” to change this selection. You will get an email or text notification if your reserved time comes free.
- Dispatch your flight **before/during the pre-flight**, and check it back in upon returning. Once checked in, your reservation will be grayed out, which will allow other members to reserve the airplane, *even if you reserved the airplane for more time.*

Auto-Schedule monthly payments on your account for your convenience and ours!

If you have any questions or problems, please contact our Billing Officer **Josh Snow**, Joshua.r.snow@medtronic.com or call/text him at 203-804-4845. You can also contact **Laura Baldwin** lbaldwin@aol.com or **Jake White** jake.white+ya@gmail.com.

Those of you who've accumulated more hours than you might likely fly please consider donating to the club – it is tax deductible!! **Help keep Yale Aviation alive in the future as it was for you!**

AVIATION EDUCATION & NEWS

"NAFI - Integrating a Home Study Course"

Topic: Learn How a Home Study Course Can Compliment And Enhance The Learning Experience

On Wednesday, August 18, 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:

CE03106358

Description:

A home study course is not a flight instructor replacement, but a compliment and enhancement to the learning experience. But to be used to its maximum potential and ensure your students' success takes active CFI involvement and participation in the variety of learning tools available.

As more and more of your students turn to these distance learning resources, let's explore and embrace the quality content and system integrations available and learn how you can put these tools to use for better student engagement, retention and performance.

Sporty's Academy President and Chief Flight Instructor, Eric Radtke, shares the virtues and latest innovations in home study systems and how you can put these tools to use as a flight instructor.

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

Podcast & Apps & Gadgets –



For those of you working on IFR skills, might I suggest the **Pilot Trainer - IFR Pack?** <https://apps.apple.com/hu/app/pilot-trainer-ifr-pack/id896679194> This FlyGo training system brings you all IFR essentials in 1 App: procedure simulator, HSI, RMI, VOR-ILS avionics trainer, holding pattern secrets & more. Flying by instrument flight rules (IFR) is not an easy task for student pilots. Use this iPad app to develop and improve your instrument navigation understanding, visualization, and accuracy.

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, 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 (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 (lfaldwin@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.

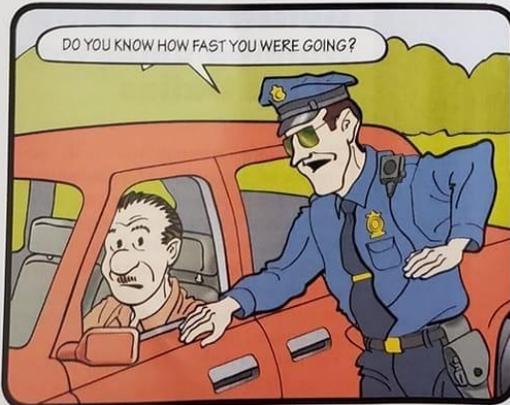
If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!

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! We received the new unit, Jake has tested it, and is working with New Haven Aviation Center to set it up in their flight school at Robinson, 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!

Sid and Star



We invite readers to submit story lines that would work for a 6-panel Sid and Star cartoon. Send your thoughts by e-mail to editor@propilotmag.com. If we use your idea we'll credit you by name and pay you \$100.

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