

YALE AVIATION NEWSLETTER

January 2022

UPCOMING EVENTS

- **RESCHEDULED - Sim Open House:** On a Saturday morning in late January or February, an in-depth dive into the features of our simulator set-up. There will be food! Please RSVP to Laura Baldwin (lfbaldwin@aol.com) or Jake White (jake.white+ya@gmail.com)
- **Wash & Wax:** coming to a Robinson hangar near you in March/April 2022!

PILOTS...

Notices to our aviators:

- We will need to determine what we will be doing with N32028 in 2022, as it will also need a new engine within the next year or so. Anyone interested in contributing to our conversation about keeping or changing out the trainer should contact **Joel D'Angelo** (dangelojoel@gmail.com).
- **Dan Macdonald** (cell: 203-788-6320) will be working with **Charlie Skelton** as the primary point of contact for airplane maintenance issues. A Maintenance Committee has been formed that consists of **Dan, Joel D'Angelo, Akihiro Hashimoto** and **Jake White**, who will work together to resolve issues with the airplanes. **Please text Dan if you note something amiss – no discrepancy is too small!**

Coronavirus Protocols:

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

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 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 icy asphalt can be dangerous.

Be sure not to be the next uncontrolled human flight!

... & PLANES

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 maintenance officer **Dan Macdonald (203-788-6320)** know so he can improve matters.

Remember:

- **NO METAL OBJECTS ON THE GLARE SHIELDS!** Headsets, lap boards - as tempting as it is, they can scratch the plexiglass, so please find another spot to keep these objects while doing preflight!
- **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!
- **Our chief pilot wants to be sure he knows of ALL discrepancies**, no matter how minor they may seem. Please be sure to enter such squawks on the clipboard, on FC, and to text or call **Dan Macdonald!**

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

32028 has 15 hours until its next 100 hour/annual, at which time a new spinner will be installed. It currently has an issue with a deflated nosewheel strut, so it is offline temporarily.

55044 has been returned to service, and has 38 hours until its next 100 hr/annual. As this is still a fairly new engine, please note any discrepancies on the clipboard AND to the maintenance officer, **Dan Macdonald (203-788-6320)**.

Also please remember that this new engine system has replaced one of the traditional magnetos with an **electronic magneto** which ALWAYS needs at least 8.5 volts of power from the alternator or battery in order to function. For that reason, do NOT continue to operate the airplane if the alternator is offline. Unlike with two traditional magnetos, **the functioning of this engine is not entirely independent from the electrical system**. The efficiency and reliability of the spark is worth this operational change!

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, put the cover on!
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.



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

Passed on from new member, Michael Quiello: Without fanfare, the U.S. Federal Aviation Administration (FAA) has changed the term represented by the acronym NOTAM from *notices to airmen* to what the agency characterizes as a “more applicable term” – *notices to air missions*.

"IMC/VMC Monthly Club Meeting Lincoln Park NJ"

Topic: A dialogue on actual IMC situations requiring Aeronautical Decision Making, which participants will discuss.

On Tuesday, January 18, 2022 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:

EA25109257

Description:

Designed for both IFR and VFR Pilots interested in becoming Instrument Rated.

Based on in-flight experiences of both IFR and VFR Pilots in varying weather conditions from hard IMC to MVFR.

Based on numerous IMC and VMC flight experiences collected by the Experimental Aircraft Association.

Regular monthly webinar/zoom meetings will be conducted until seminar/gatherings are permitted and in conformance with Federal and State COVID-19 compliance.

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

"AOPA Air Safety Institute Presents - NTSB Insider Accident Investigations Revealed"

Topic: The NTSB Accident Investigation Process On Thursday, January 20, 2022 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:

NR03109548

Description:

Join the AOPA Air Safety Institute as we take a behind-the-scenes look into the NTSB accident investigation process in the first episode of our "NTSB Insider: Accident Investigations Revealed" webinar series. Mr. Dennis Diaz, NTSB Eastern Region Chief and Acting Deputy Director for Regional Operations will provide an insightful discussion of what happens from when the NTSB first gets the call about a general aviation accident all the way through to the publication of the final report, what areas do they focus on, how do they arrive at the probable cause statement and safety recommendations. Future episodes in the series air on May 19 and September 15, 2022.

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

AOPA Don't Get Rusty Series:

If you would like to review one of their previous webinars in this series, you can find the playlist by clicking one of the links below

https://www.youtube.com/playlist?list=PLQCVVYDKYo3K_AbIL_6Xvx0EZJNLgqjr0

or

<https://webinars.aopa.org/category/videos/you-can-fly-webinars>

or

<https://www.gotostage.com/channel/4ac6b09017c641bb8d09cd62355cb356>

Podcast & Apps & Gadgets –

YouTube video celebrating the 50th anniversary of the Piper Cherokee:

https://www.youtube.com/watch?v=IBZIFb_kRmQ



Check out the crowd-sourced app [JumpSeat Ops](#), a new way for pilots to share and learn about important preflight information. Tap one of the airport symbols, or enter an airport ID in the search field, to view events reported by other app users relevant to that airport.

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 or early morning (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 Tyrone) to have your fingerprints taken and organize training. There are no set badging office hours - getting a badge application processed is **By Appointment Only.**
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!!!

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 www.customizedgirl.com/s/yaleaviationmerch 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(S) -

New Simulator Ready for Action!

YA is glad to announce that our simulator has been upgraded and relocated to New Haven Aviation Center -- the HVN-based flight school!



The new model was generously donated by **Jay Leboff**, who founded and runs STEMPilot, a Waterbury company dedicated to teaching math and science through the excitement of aviation.

The system uses Lockheed Martin Prepar3D software and hardware, including a yoke and rudder pedals together with a switch panel, radio panels, an autopilot panel and a multipurpose display.

New Haven Aviation Center has agreed to host the YA simulator in the classroom space of their offices at Robinson Aviation. **To book the simulator, call or text their main number: 203-815-9542.**

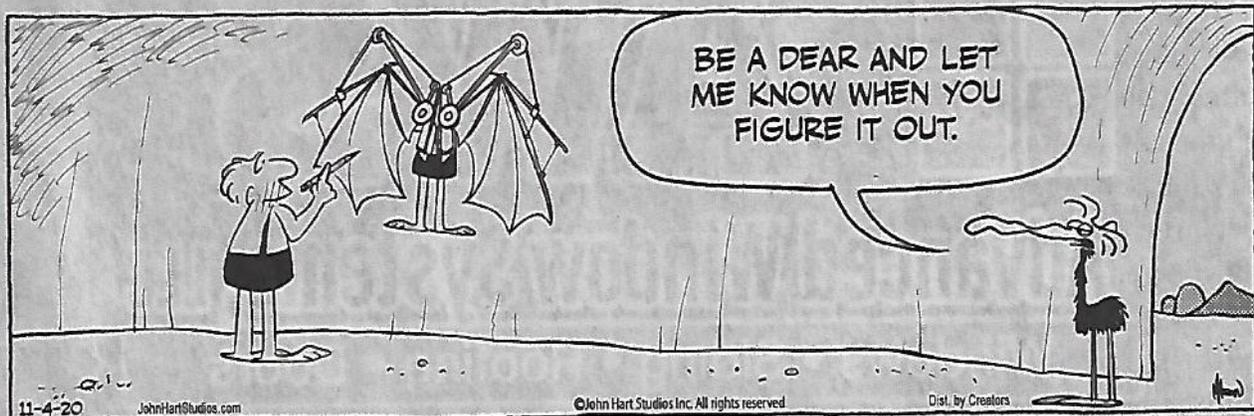
We're planning a familiarization open house at the Annual Meeting January 22.

Loggable AATD Simulator Installed at 3Wing Aviation!

The folks at 3Wing Aviation at KBDR have a **Precision Flight Control** flight simulator available for use that is qualified to log approaches and conduct training. It is open to both 3Wing members and the public. Rates are \$99 per hour for non-Club members (instruction is extra), and time can be scheduled by calling 3Wing at 203-375-5795. The initial flight needs an instructor to explain the setup – **Laura Baldwin** (lfbaldwin@aol.com) is such an instructor, qualified with 3Wing. Let her know if you have any questions or want to schedule a flight!



B.C. Mastroianni & Hart



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