

YALE AVIATION NEWSLETTER

April 2022

UPCOMING EVENTS

- **Wash & Wax:** coming to a Robinson Hangar near you on **Saturday April 23, 2022 from 9 am until noon.** PLEASE rsvp to Rich Cobb richcobb@arceeco.com, who will be running the show this time around. Want to meet other members while exchanging stories and helping us remove the winter's dirt from our aircraft??? See you then!

PILOTS...

Congrats to David Willmore: on getting his Advanced Ground Instructor (AGI) and Instrument Ground Instructor (IGI). He's also passed his CFI written and takes his Commercial written this weekend. Wish him luck!



Fond Farewells –

After many years of being a member and student of Yale Aviation, **Micah Luce** will be moving to Utah in May. Please wish him fair skies and good weather if you see him at the airport in these last few weeks!

In addition, **Parker Wood** has received a promotion to the Coast Guard in Louisiana, and he will be moving in June. It is so sad to see good pilot members move out of the area – be sure to wish Parker good luck!

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!**

If you note a discrepancy with one of our aircraft please be sure to complete this three-step process:

1. Enter it on paper in the aircraft, either on the sign-in sheet for small things, like tightening interior panel screws, OR the Squawk Sheet for anything else.
 2. Enter it in Flight Circle: Manage > Aircraft > Squawks > Create Discrepancy **OR** when checking in a flight ... go to the schedule, click on the reservation, Check in > Squawks tab > New Squawk.
 3. Notify Dan Macdonald by text or phonecall.
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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.

Safety Pilots: Members who are anxious to keep their skills, and yours, sharp!

Joel D'Angelo	dangelojoel@gmail.com	203-631-1098
Dan Macdonald	Dmac936@gmail.com	203-788-6320
Josh Snow	joshua.r.snow@medtronic.com	203-804-4845
Laura Baldwin	lfbaldwin@aol.com	203-517-5409
Paul Cleary	paul.cleary@yale.edu	203-415-2402
Auguste Fortin	auguste.fortin@yale.edu	203-464-2683
David Willmore	davidwillmore@mac.com	703-269-8197
Parker Wood	parkerwoodUSCG@gmail.com	918-760-5654

... & 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.
- **CAREFUL WITH HOLDING RIGHT RUDDER TOEBRAKE on TAKEOFF!** Both our airplanes have shown unusual wear on the right brake rotor, possibly from pilots holding the right toe brake a bit as they start their takeoff roll. Heels on the floor, and no toes on 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 is at Groton undergoing its 100 hour/annual. Look for the new spinner which will be installed!

A start last month damaged one side of the noseplugs since they were still in place. **Consider looping the string that connects the noseplugs over the prop** to pop the plugs out so this won't happen to you!

5044 has just completed its 100 hr/annual. **Please note that you should keep the rpm high on start, as we have observed some difficulty holding rpm when the engine is cold.** In addition, we have new brakes,

so you may find the braking action is a bit different.

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.** Scraps 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

Arrival Alert Notices (AAN) are new graphics produced by the FAA that visually depict an approach at specific airports to help mitigate wrong surface misalignment risks for pilots.

To address wrong surface events where an aircraft lines up to, lands on, or departs from the incorrect runway, taxiway, or airport, the FAA is releasing [Arrival Alert Notices](#) at several airports with a history of misalignment risk. AANs provide a graphic visually depicting the approach to a particular airport with a history of misalignment risk. There is also language describing the misalignment risk area.

AANs will incorporate the new standardized [hot spot symbology](#). Look for these improvements starting with the May 19, 2022 charting cycle.

Don't Get Rusty Webinar Series: NOW YOU SEE, NOW YOU DON'T, THE BAD MAGIC OF VFR INTO IMC

Thu, Apr 21, 2022 12:00 PM - 1:00 PM EDT

Join us with our special guest, John Collins, from the AOPA Air Safety Institute to launch their campaign on avoiding VFR into IMC.

- What are the common reasons people get into weather they weren't prepared for
- Learn practical tips for avoiding flying into IMC
- What to do if you inadvertently fly into IMC

Generously sponsored by Boeing, Jeppesen, and Foreflight, and hosted by Chris Moser and Pablo Maurelia.

Questions can be forwarded to ftinitiative@aopa.org

"NAFI - Weather A Meteorologists Perspective"

Topic: Dr. Trey Cade Shares The Science Behind Forecasting And Why It Can't Always Be Accurate.
On Wednesday, April 20, 2022 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:

CE03112025

Description:

Why isn't the weather forecast always right? It's a question older than aviation and can be a major frustration point for

pilots. Dr. Trey Cade shares the science behind forecasting and why it can't always be accurate.

You'll also learn how a meteorologist looks at teaching weather service products as go/no-go tools and be introduced to some lesser-known weather products that may be of great value to you and your students.

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

"Understanding and Using the Pilots Operating Handbook (Part 1 of 3)"

Topic: Part 1 of a 3-part series on understanding and using the Pilots Operating Handbook(POH) and Aircraft Flight Manual (AFM).
On Thursday, April 21, 2022 at 19:30 Eastern Daylight Time (16:30 PDT, 17:30 MDT, 18:30 CDT, 13:30 HST, 15:30 AKDT, 16:30 Arizona, 23:30 GMT)

Select Number:

EA25111813

Description:

Understanding and Using the Pilot's Operating Handbook is a 3-part Webinar series that describes how General Aviation pilots can obtain greater safety and utility through in-depth knowledge of their aircraft's required documentation.

This event will address the structure of the POH/AFM and examines the following Sections

- Section 1- General
- Section 2- Limitations
- Section 3- Emergency Procedures

Future Events:

Part 2, offered one week later, addresses Sections 4, 5, and 6.

Part 3 covers Sections 7, 8, and 9. Participant feedback and discussion will be solicited at the completion of each session.

About the presenters:

Host: Jack Olcott- Has been a flight instructor for decades. Most recently, provided Virtual Ground Instruction and Contributor for AOPA Flight Training magazine. He is the President of [General Aero Company, Inc.](#)

Discover the Pilot Proficiency Network - ADM Practice"

Topic: Discover the Pilot Proficiency Network. A network that does bring pilots together!
On Tuesday, April 26, 2022 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:

EA61112082

Description:

Please join us to discover the Pilot Proficiency Network. To find out what it is and where it is heading into the future as a network that does not exclude or divide but brings together pilots for one purpose – helping each other be proficient and safe!

PPN was designed and created by Radek Wyrzykowski, the founder and creator of the IMC Club. Through its Chapter structure, it provides organized "hangar flying" focused on building flying knowledge and skills and utilizes aviation training devices (ATD) as a tool to practice

Moderator: Julian Alarcon- Founder of [Aviator.nyc](#), Boeing 777 Pilot, and provides flight instruction in Certified [Flight Simulator](#).

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

aeronautical decision making. In addition, it offers go-no-go practice by using realistic, unexpected weather scenarios for each discussion.

The program's network promotes a safety culture through continued education and believes that we develop proficiency through real-life experience and practice. PPN has a mission to restore the human connection between pilots. It's why it loves engagement interactions so much! Monthly meetings offer an opportunity to share in-flight experiences and valuable safety tips. You do not have to be an instrument-rated pilot to attend. Membership in the Pilot Proficiency Network will be encouraged but not required to participate in those meetings. A sample scenario will be discussed during this webinar.

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

EAA Webinars:

Bad News Is Good News: Avoiding Most Accident Scenarios

WEDNESDAY, APRIL 27, AT 7 P.M. CST

Presenter: Tom Turner | *Qualifies for FAA WINGS credit.*

MGL Avionics

TUESDAY, MAY 3, AT 7 P.M. CST

Presenter: Adam O'Connor | *Homebuilders Webinar Series*

[Register >](#)

Tulip Fever (Pre-buys)

WEDNESDAY, MAY 4, AT 7 P.M. CST

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

[Register >](#)

Baby Ace: The Airplane That Brought Homebuilding to the Headlines

TUESDAY, MAY 10, AT 12 P.M. CST

Presenters: Chris Henry and Ben Page | *Museum Webinar Series*

[Register >](#)

Out After Dark — A Pilot's Guide to Flight at Night

WEDNESDAY, MAY 11, AT 7 P.M. CST

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS credit*

[Register >](#)

Pass Your Checkride, Part 1: Paperwork & Oral Quizzing

WEDNESDAY, MAY 18, AT 7 P.M. CST

Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*

[Register >](#)

Pass Your Checkride, Part 2: The Flight

WEDNESDAY, MAY 25, AT 7 P.M. CST

Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*

[Register >](#)

Podcast & Apps & Gadgets –

This youtube video is hysterical – competition over groundspeed from a C152 to a SR71:

<https://www.youtube.com/watch?v=ILop3Kn3J08>

Thanks to Charlie Crawley for this link!



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).

Keep in mind that fuel is cheaper at Robinson on the weekends. Be sure to ask for a top-off after your flight if it is on a Saturday or Sunday!!

TSA Badges –

If you are checked out to be PIC of one of our airplanes, you will need a TSA security badge for HVN 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 Garrett Kimball at the Badging Office at security@flytweed.com or 203-466-8833 ext 1004 to have your fingerprints taken and organize training. Their office is located on the first floor of the arrivals terminal, and Garrett is available M-F 9:00-15:30. **Please make an appointment first!**
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!!!

A message from Garrett Kimball of The New HVN – Tweed New Haven Airport:

The SIDA (Security Identification Display Area) Badge is required for all persons who have an operational need to access the secured areas surrounding the commercial passenger terminals, Airport Operations Areas (AOA), and sterile areas. This badge is primarily issued to airline personnel, TSA officers, airport staff, and those needing to access the AOA. SIDA badge applicants must pass a Security Threat Assessment (STA) and a fingerprint-based Criminal History Records Check (CHRC), along with SIDA training.

The first step in attaining a Tweed HVN SIDA Badge is to bring your completed Airport Security Badging Application to the badging and security office at Tweed for fingerprinting and security(driver training. Our office is currently located on the first floor of the Arrivals terminal. We are available M-F 09:00 to 15:30 and the whole process takes about 1.5 hours. Please bring two forms of ID off of the I9 form (e.g., driver's license AND passport, social security card, or birth certificate). Once all training exams are completed

satisfactorily and we receive a “pass” from our security threat assessment, ID badges can be issued. We look forward to seeing you at The New HVN.

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(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.

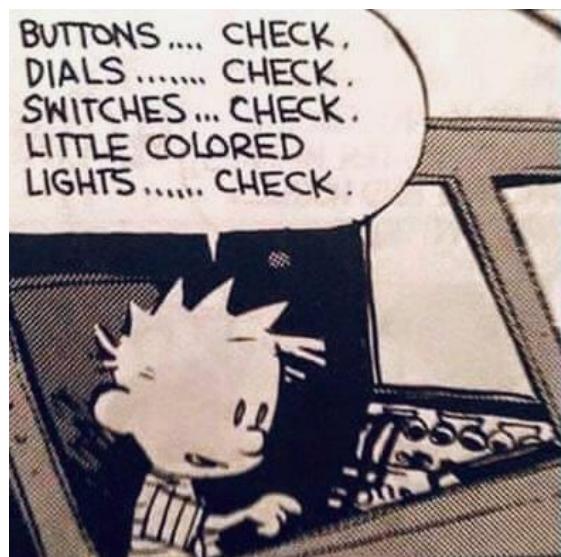
The system uses Lockheed Martin Prepar3D software and hardware, including a yoke and rudder pedals together with a switch panel, radio panels, an autopilot panel and a multipurpose display.

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 Laura Baldwin (203-517-5409) or Jake White (203-668-7655).



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!



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