

YALE AVIATION NEWSLETTER

August 2022

UPCOMING EVENTS

- **Niagara Falls Flyout** – late summer/early fall. See details below.
- **42nd Annual Simsbury Fly-In, Car Show and Food Truck Festival**

The largest fly-in in the Northeastern US, and one of the largest car show, plus a major food truck festival. Lots of family activities, free seminars, live music, many aerial demos, AT-6 and helo rides, and great things to eat. NOTE: FAA arrival procedures in effect. See full details at www.simsburyflyin.com.

Date & Time	Sunday September 25th, 2022
End Date & Time	Sunday September 25th, 2022
Venue/Location	Simsbury Airport (4B9)
Address	94 Wolcott Rd. Simsbury, CT 06070

PILOTS...

Important Notice:

Many members have SIDA badges expiring next month, on September 30. **Remember that you are prohibited from entering secure areas at HVN without a valid badge.**

Garrett Kimbal, Tweed Airport Security, reminds us “It is the responsibility of the security badge holder to renew their badge before it expires. For continuous access of the facilities, please have individuals listed schedule times to complete mandatory SIDA ID badge training and renew their credentials. As a reminder, security badges remain property of Tweed New Haven Airport and must be returned upon request, at the conclusion of employment, or when expired. Our badging office is located on the first floor of the Arrivals Terminal and open 9:30am-4pm for renewal training, though we can make special accommodations upon request (i.e., group training).” Garrett adds that “The badge renewal fee is \$30, and we require a signed badging application for renewals along with two forms of ID.”

Also, remember that your **completed application form must be approved and signed by Laura Baldwin, Yale Aviation Secretary, before it can be submitted.** Please let Laura know your renewal intentions.

More details on the badging process can be found in the **TWEED NEWS** section of this newsletter.

Father and Son Adventure

Although it may appear otherwise, **Henry Puciato** and his **son Jeff**’s trip to Niagara Falls on August 4th and 5th was NOT a recon flight for the upcoming Club trip! Henry tells YA News “We flew Friday afternoon and came back Saturday 1:30pm. Took about 3 hours to get there, with full fuel nonstop and needed 34 gallons of fuel when we landed to top off the tanks. Flight back took 2h35mins. We walked the rainbow bridge to Canada, which was easy just need passport, vaccination card and ArriveCAN

filled out within 72 hours of arrival. Book hotels and safe travels. I have been to KIAG 3 times now and it's a big controlled runway." Here are some photos from the trip.



Future Pilots - Bridgeport's Bassick High School Builds An Airplane

Bridgeport's Bassick High School is closing in on finishing their first aircraft build. Soon they will be on their way to starting another aircraft construction project and need more mentors/volunteers to support this important educational project.

Students learn many skills in building an airplane, including discipline, following directions, math, diligence, and patience. If you have a technical or any mechanical skills, please consider volunteering some time to work with these students. The reward will be immense! To learn more, visit: <https://www.firstaviation.com/tangoflight>

Contact jkarageorge@firstaviation.com to explore becoming a mentor at Bridgeport's Bassick High School.



Fly-Out to Niagara Falls

Niagara Falls International (KIAG) Niagara Falls, NY



Roundtrip KHVN - KIAG

The Plan:

● Saturday

- Both airplanes depart KHVN with at least two current pilots on board. Ideally, one current instrument-rated pilot in each airplane.
- Fuel stop at KBGM (Binghamton, NY)
- Depart KBGM ; arrive KIAG
- Sightsee, dinner and hotel

● Sunday

- Full day of sightseeing
- Depart KIAG early evening (*all pilots need to be night current*)
- Fuel stop at KBGM (Binghamton, NY)
- Fly direct - Hudson River Exclusion
- Arrive KHVN late evening Sunday.

Contact Joel D'Angelo (dangelojoel@gmail.com) if interested. Exact dates TBD!

Notices to our aviators:

- We will need to determine what we will be doing with N32028 in 2022, as it will 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 phone call.

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

... & 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 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 has 45.5 hours until its next oil change. It needs a VOR check every 30 days, so please do it if you can. If you did, awesome! Please update the log. On 8/10, KHVN tower reported scratchy com; be alert for any com issues and please report to Dan MacDonald.

55044 has 29.9 hours until its next oil change. We are watching a periodic issue with the DG, so please make a note on the clipboard if it doesn't seem to come to life within 5 minutes of engine start, and please report to Dan MacDonald. Also be sure front passengers wiggle their seat to ensure the pins have dropped into the tracks when adjusting their seat!

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!**



Pilot Proficiency Pays Off

Studies have shown that pilots who participate in regular proficiency training are much less likely to experience accidents. The FAA's WINGS Pilot Proficiency Program is one way for GA pilots to ensure they are competent, confident, and safe in their flight operations. In addition to helping you sharpen your flying skills, completing a phase of WINGS also satisfies your flight review requirement. Check out this #FlySafe topic to find out more on the WINGS program at <https://medium.com/faa/wings-pilot-proficiency-program-11618458ed02>.



From the Flight Deck Video Series Covers Complex Airfield Geometry

Every flight is different. Airfield conditions and pilot perspective are always changing. One of those conditions, if you are not aware and well prepared, can lead to runway incursions or worse, an accident.

The FAA identified 7 airfield geometry configurations that most frequently lead to pilot challenges resulting in runway incursion, and developed videos on these challenges. This series of 7 short videos on Complex Airfield Geometry is part of the FAA's From the Flight Deck video series. From the Flight Deck uses aircraft mounted cameras to capture runway and taxiway footage and combines them with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items. Learn more at faa.gov/go/FromTheFlightDeck or see the playlist [here](#).



Airport Safety Information Video Series - Wildlife Hazards

Wildlife Hazards video, part of the FAA Airports Video Series; the video reveals how successful reporting and creation of the Wildlife Strike Database (jointly administered by USDA and FAA) is reducing the impact of wildlife strikes on both commercial and general aviation. <https://www.youtube.com/watch?v=e0XKbhtZ6p4>

EAA Webinars:

What Price Speed? 9/7/22, 7 p.m. CDT Qualifies for FAA WINGS and AMT credit.

Presenter: Mike Busch:

With fuel prices at all-time highs, it's more important than ever for pilots of GA airplanes to fly in a fuel-efficient fashion. So, how can we get the best bang for our avgas buck?

Well, it turns out that there are a bunch of things that contribute to fuel-efficient flying.

Mike Busch discusses optimal airspeeds, leaning, throttle and RPM settings, altitude, and fuel price bargain hunting. This webinar should give you the tools you need to make the most of the fuel you buy.

Podcasts & Apps & Gadgets –



The Finer Points – Airspeed is NOT Alive

<https://www.learnthefinerpoints.com/podcast>

Preflight ritual found a suspect pitot blockage—FAR 91.205 required equipment. Now what? Listen and learn.



AOPA Hangar Talk – Episode 151: GAMI's George Braly on G100UL aviation fuel

<https://www.aopa.org/news-and-media/podcasts/podcasts/hangar-talk>

GAMI founder and engineer George Braly updates us on G100UL unleaded aviation fuel and explains the history of how it was developed.

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).

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 SIDA 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 **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 9:30-16:00. **Please make an appointment first if you can!** The whole process takes about 1.5 hours.
3. Once all training exams are completed satisfactorily and security receives a "pass" from the security threat assessment, ID badges can be issued.
4. New badges are \$50 (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 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!



Fumbling for his recline button,
Ted unwittingly instigates a disaster.

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