

YALE AVIATION NEWSLETTER

January 2023

UPCOMING EVENTS

- **Flyout** – Joel is working on 2023 plans. Perhaps something close by for lunch? Or a trip to KBAF to check out the ridiculously bright tower signal lights?? Let him know if you are interested in flyouts! dangelojoel@gmail.com

PILOTS...

Welcome to new member Sam Magaram:

Sam recently moved to New Haven from Raleigh for a new job and to get back to the northeast. He learned to fly in Seattle out of Boeing Field, mostly in high-wing planes, although he does have some time in an RV-12. He loves the mix of challenges that come with flying and the ability to explore new places.

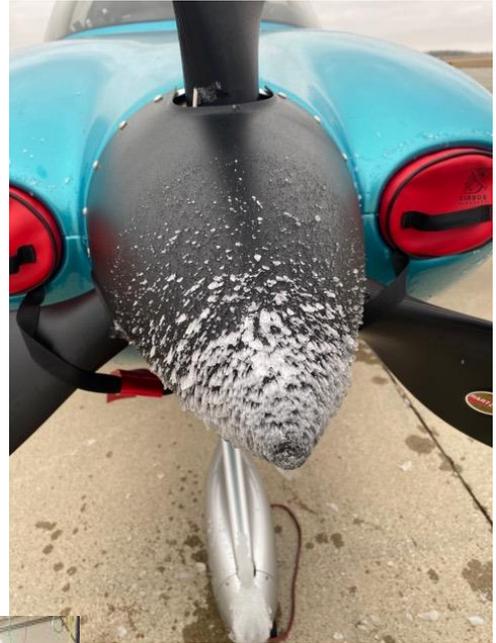


Congratulations to David Willmore:

Last night David passed his instrument instructor add-on to his CFI certificate after a week-long intensive training course at Midwest Corporate Air in Ohio. Once signed off, and after waiting a few days for decent weather, a half dozen DPEs were set the task of dealing with a wide variety of checkrides and students from initial CFIs to ATPs. David's first DPE got ill half-way through the day, leaving David to scramble to switch DPEs (the Columbus FSDO is understanding and helpful!) and start the flight portion of his checkride at 6pm. He was back in CT this morning giving intro flights as a CFI-I. Well done!!



Member Fritz Heidenreich got to accompany a pilot flying in an SR22T, similar to the one Fritz is purchasing, last Friday out to Cirrus headquarters in Duluth, Minnesota. Looks like there was some icing! He then got to tour Cirrus's factory, where his airplane is in the process of being made.



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
David Willmore	davidwillmore@mac.com	703-269-8197
Fritz Heidenreich	fritz.heidenreich@gmail.com	203-252-9313

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

FYI: *For aircraft that have an unexpired and otherwise valid registration on January 23rd, 2023, the registration is automatically extended such that the expiration date is 7 years from the month of issuance on the last day of such month (regardless of the expiration date that is shown on the Registration Certificate being carried on board the Aircraft).*

This means that our aircraft will have registration certificates that expire in 2029, regardless of the date on the certificate in the aircraft. Keep this in mind!

6297J is still in Barnes, where AI mechanic Tom Trudeau resealed the nose strut, worked on the aileron rigging, and updated the Garmin transponder, G5 & 430W software. The left fuel gauge was found inop and was sent out for servicing, so 97J will remain in Barnes until that is completed. Club checkouts will commence when 97J returns in a couple of weeks, even though the autopilot/electric trim installation we have is currently inop due to a Service Bulletin from Garmin – focus will be on VFR operations. This aircraft has ADSB-out (NOT in, though) which means you might want to fly with your iPad connected to the Stratus2 in the airplane for traffic awareness!

We received wonderful support from many of our members, who donated both cash and unused flight hours towards this purchase. Matching challenges were met, meaning we only had to finance half of what we had planned.

You can still make a difference in minimizing our financing costs. Join the members who have given to support our educational mission!

32028 is suffering from a dead alternator, which should be replaced soon. We are putting this airplane on the market, so let us know if you know of a potential buyer!

55044 is AOK, and about to need a 50 hr oil change. The pilot-side panel trim was treated to a field repair earlier this week, but will be properly mended this week.



Remember that 55044's 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. This operational change!

The efficiency and reliability of the spark is worth

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.



Notices to our aviators – Maintenance Squawks:

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.

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!

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

Upcoming FAASTeam Events

Learn About Safety Risk Management

- Online Webinar  — [Jan. 19, 17:30 EST](#)
- In-Person/Fly-in Seminar  — [Jan. 21, 10:00 EST, Hilton Head Island S.C., at HXD](#)
- Online Webinar  — [Jan. 26, 18:30 EST](#)

Performance calculations are necessary for every takeoff, but especially for those out of the norm. Watch this video (<https://www.youtube.com/watch?v=EcC847JzN8A>) and/or checkout this article from the FAASTeam: <https://medium.com/faa/aircraft-performance-and-calculations-b24a10fe2401>

The FAA has combined the two aviation weather ACs (00-6B and 00-45H, both now cancelled) into one handbook: **Aviation Weather Handbook**. The link for a free download is here: https://www.faa.gov/sites/faa.gov/files/FAA-H-8083-28_FAA_Web.pdf

"Safety Event - Aviation Communications"

Topic: Join us to learn about effective aviation communications.

On Tuesday, January 17, 2023 at 19:00 Eastern Standard Time

Location:

Atlantic Aviation South

900 Great Meadow Road, Stratford CT

Stratford, CT 06615

Select Number:

EA63119510

January 2023

Description:

This in depth presentation is all about aviation communication to towered and non-towered airports. Learn about the what, when, where and how's of effective and compliant aviation communications. This presentation is based on the AIM, FAR's and AC's.

Prior to attending a safety seminar please review and abide by current CDC, State and Local health guidelines.

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

The sponsor for this seminar is: **FAASTeam**
The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services. The following credit(s) are available for the WINGS/AMT Programs:
Basic Knowledge 3 - 1 Credit

"Introduction to Safety Risk Management (SRM)"

Topic: An introduction to the subject of Safety Risk Management and some practical examples of SRM in practice.

On Tuesday, January 17, 2023 at 19:00 Eastern Standard Time (16:00 PST; 17:00 MST; 18:00 CST; 14:00 HST; 15:00 AKST; 17:00 Arizona; Wednesday, January 18, 2023 00:00 GMT)

Select Number:

EA07119599

Description:

- General aviation accidents continue to be associated with inaccurate or unreasonable expectations with regard to risk assessment and mitigation.
- Safety Risk Management should be employed before, during, and after each General Aviation flight.
- Safety Risk Management aids such as Flight Risk Assessment Tools specific to General Aviation Operations are available.

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

"NAFI - Eliminating A Mindset Of Apathy"

Topic: Join Jason Archer For A Solution-Oriented Discussion About How We Can Improve The Culture Of Flight Education

On Wednesday, January 18, 2023 at 19:00 Central Standard Time (17:00 PST; 18:00 MST; 20:00 EST; 15:00 HST; 16:00 AKST; 18:00 Arizona; Thursday, January 19, 2023 01:00 GMT)

Select Number:

CE03119547

Description:

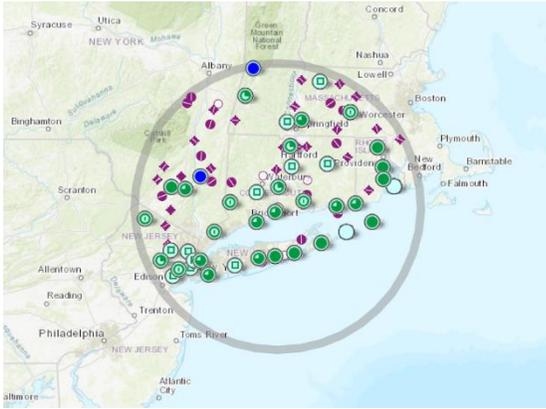
Now more than ever, the aviation industry needs flight instructors to conduct themselves as aviation educators. As the training pipeline accelerates and quality of instruction suffers in measurable ways, a cultural shift is required in how we view the profession, how we mentor new instructors, and how we conduct ourselves with and around students. "Good enough" isn't really good enough, and leaves little to no margin for safety or performance.

Join career aviation educator Jason Archer for a solution-oriented discussion about how we can improve the culture of flight instruction by combating professional apathy, one instructor, and one interaction at a time.

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

Want to refresh your aviation skills? Check out these AOPA Rusty Pilot series youtube videos.
https://www.youtube.com/playlist?list=PLQCVVvDKYo3K_AbLL_6Xvx0EZJNLgqjr0



Podcasts & Apps & Gadgets –

An interesting online site that allows you to see the METARS in a surrounding area of the US just by clicking on the map. Are there other ways to get this information? Sure! But who doesn't like a neat new aviation website?? <https://maps.avnwx.com/>

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 gkimball@avports.com or 203-466-8833 ext 1004 to have your fingerprints taken and complete training. Their office is located on the first floor of the arrivals terminal, and Garrett is available 9:30-16:00: M-Th by previous appointment, AND Friday for walk-ins. The whole process takes about 1.5 to 2 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 (card payment only) 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-logged 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).**

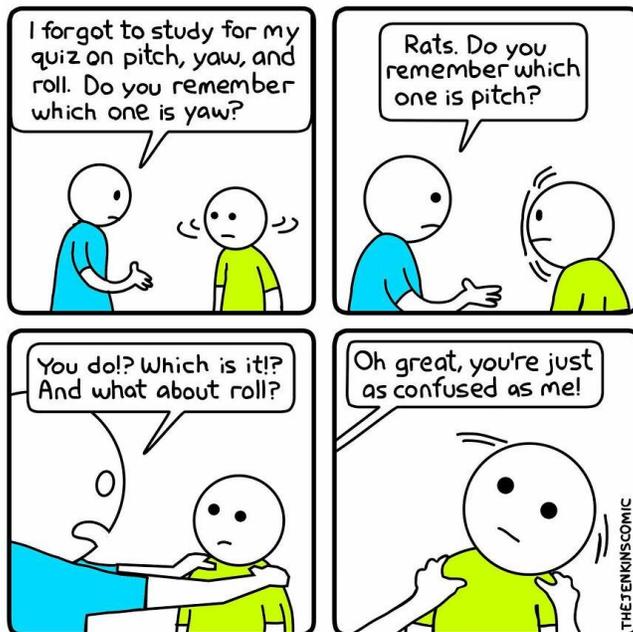


Loggable AATD Simulator Installed at 3Wing Aviation!



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