

# YALE AVIATION NEWSLETTER

August 2023

## UPCOMING EVENTS

- **2023 ARC AIR DERBY DATES ANNOUNCED** - Registration opens Saturday, July 15, 2023 and closes Sept 26. Derby Fly dates will be Friday September 29, 2023 through Monday Oct 9, 2023. Virtual Awards Banquet will be Friday, October 13 at 7 pm EDT. Interested? For more information go to [www.derby.airraceclassic.org](http://www.derby.airraceclassic.org).
- **NE Poker Run** – Saturday, Sept 30 (raindate Sunday Oct 1) KIJD, 42B, KMMK, KBAF, KGBR. Start at any airport after 9 am, collect a card, end at KBAF by 1:30 pm. Hands are \$10 each or 3 for \$25 and support CT 99s. For more information visit [www.flyingpokerrun.org](http://www.flyingpokerrun.org).
- **September is Badge-Renewal Month!** Laura Baldwin will be directly contacting those who badges renew. Be sure to check out the plans for a new online renewal process being developed by Tweed Ops (see box with the Tweed Badging section below).
- **Angel Flights NE Appreciation Day & Fly-In at NEAM** – Saturday, Sept 30, 2023, 10 am to 3 pm. RSVP by Sept 16. Please contact Jonathan Campbell via email at [jcampbell@angelflightne.org](mailto:jcampbell@angelflightne.org) or call (978) 794-6868.
- **Annual Meeting** – Sunday, Nov 5, 2023. Mark your calendars now!
- **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](mailto:dangelojoel@gmail.com)

## PILOTS...

### **Farewell:**

We have two members who are leaving us. **Maggie Piotrowski** is shipping off to Newport, RI for 13 weeks to attend Officer Candidate School (OCS). Upon successful completion, she will be commissioned as an officer/ensign in the US Navy. Below is a picture before her send-off, with her mother and grandmother.



---

And **Nick Zabel** has moved to Colorado. His David Clark headset was purchased by **Mark Donovan** and donated to the club. Thanks to both Nick and Mark!!

---

**Mory's Get-Together** – On Thursday August 3 **Santo Galatioto** was the center of attention, receiving the Wright Brothers Award for 50 years of incident-free flying. FSDO safety inspector Rob Lenert presented the award, witnessed by 18 or so YA members enjoying the back terrace and adult beverages at Mory's!







---

**Safety Pilots:** Below are listed members who are anxious to keep their skills, and yours, sharp!

Joel D'Angelo	<a href="mailto:dangelojoel@gmail.com">dangelojoel@gmail.com</a>	203-631-1098
Dan Macdonald	<a href="mailto:Dmac936@gmail.com">Dmac936@gmail.com</a>	203-788-6320
Josh Snow	<a href="mailto:joshua.r.snow@medtronic.com">joshua.r.snow@medtronic.com</a>	203-804-4845
Laura Baldwin	<a href="mailto:lfbaldwin@aol.com">lfbaldwin@aol.com</a>	203-517-5409
Paul Cleary	<a href="mailto:paul.cleary@yale.edu">paul.cleary@yale.edu</a>	203-415-2402
David Willmore	<a href="mailto:davidwillmore@mac.com">davidwillmore@mac.com</a>	703-269-8197
Fritz Heidenreich	<a href="mailto:fritz.heidenreich@gmail.com">fritz.heidenreich@gmail.com</a>	203-252-9313

---

There's a new airplane in town! **Fritz Heidenreich** received his new SR22T in July, and it is now the newest resident of the T-hangars. Here's what he has to say about the process of receiving his new ride:





### Knoxville Delivery and Flight Into Thin Air

They sure put on a show when you have a plane delivery at Cirrus in Knoxville. Lights were dim,



Journey music blaring in the background. Spot lights focus and there she was, my SR22T. It would be a rather uneventful three days of training due to an A/C compressor issue which grounded my plane and thunderstorms coming and going. The CSIP put me through the wringer in their simulator though. Engine failure at 500 ft and at 2000 ft AGL, autopilot disabled in IMC with icing, alternator failure in IMC right after departure. How nice... learned a lot though and kept it cool (and I didn't crash!)

On day four it was time for the flight home to CT. SR22T ceiling is 25,000 so I said to my instructor I would like to get into the flight levels so we filed for FL190. I must say centers along our route were really pleasant, especially Indianapolis who gave us direct KHVN when we were still 250 miles out. Alas, New York approach would have none of it and gave us a DENNA3 arrival direct DNY. Outside of LOVES we told approach we needed to deviate south due to thunderstorms. They were pleasant about it and we passed south of the CB's without issue. After arrival, I treated my instructor from Michigan to lobster rolls which was the best thing he had ever tasted.



**Never too early to think about a Flight Review!** Check out this link for information on AOPA's Focused Flight Review Program: <https://www.aopa.org/training-and-safety/active-pilots/focused-flight-review>

Want to refresh your aviation skills? Check out these AOPA Rusty Pilot series youtube videos. [https://www.youtube.com/playlist?list=PLQCVVvDKYo3K\\_AbIL\\_6XvxoEJNLggjr0](https://www.youtube.com/playlist?list=PLQCVVvDKYo3K_AbIL_6XvxoEJNLggjr0)

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!**

### ... & PLANES

**6297J** is in its 100 hr/annual. A number of things are being addressed, including a cracked cylinder, new carb heat assembly, new trim cable, a carb heat sensor for the JPI engine monitor, plus the usual. There will be a break-in period once the new cylinder is installed, so look for those instructions when booking.

Remember:

- 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!
- The locks for this aircraft are touchy, especially the baggage key, which is the one with the red plastic sleeve. It will go in both right-side up AND upside down – flip it around if you find that some gentle jiggling doesn't result in a closed baggage door!

**We have gathered a few online videos to help with orientation for the avionics in 6297J:**

Sporty's G500 overview: <https://www.youtube.com/watch?v=6AFqG5RunA>

Sporty's sponsored Garmin webinar (2-3-2021) GFC 500 autopilot: <https://www.youtube.com/watch?v=g4YGFbYhoMk>

Garmin webinar (Apr 2020) on G500 (more emphasis on G5 interface):

<https://www.youtube.com/watch?v=nQMWC5Aq1JM>

Garmin430: <https://www.youtube.com/watch?v=RRU8vVle-cQ>

Mike Jesch Garmin 430 tutorials: <https://www.youtube.com/watch?v=vdXQkNg5ho4>

JPI 830 Engine Monitor Overview: <https://www.youtube.com/watch?v=QrLXYsEBW5A>;  
<https://www.youtube.com/watch?v=a8P15IPU9bc>

Leaning with the JPI 830, setting fuel flow usage, and alarms:

[https://www.youtube.com/watch?v=U\\_yWDBfptCc](https://www.youtube.com/watch?v=U_yWDBfptCc)

**55044** needs new upholstery for the front seats (working on it for a winter project). It is having issues with the pilot-side push to talk button. Please squawk if you find you can't get it to connect.

Remember that 55044 has one 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!

---

#### **NOTES:**

1. Remember: you MUST have two (2) people to remove the cowling on 55044 or 6297J. Scrapes and chips can easily occur, and this is most probable when you try to remove the cowling by yourself!
2. Due to construction at the airport, **please use the airplane covers always**, unless you KNOW that there is another member using the airplane after you.

---

#### **Notices to our aviators – Maintenance Squawks:**

**Dan Macdonald** (cell: 203-788-6320) is 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**, making a short note or comment. You can include more detail on FC.
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 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!!*
- **Tie down airplanes 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 of 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.



**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](mailto:Joshua.r.snow@medtronic.com) or call/text him at 203-804-4845. You can also contact **Laura Baldwin** [lfaldwin@aol.com](mailto:lfaldwin@aol.com) or **Jake White** [president@gmail.com](mailto:president@gmail.com).

**AVIATION EDUCATION & NEW**

There's a new PHAK! FAA H-8083-25C is out [HERE](#). Next, and major, update due June 2024.



## New VFR Charting Changes for Wind Turbines Take Effect in August

Effective on or about August 10, 2023, the FAA's Aeronautical Information Services (AIS) Visual Charting Team will begin implementing charting enhancements to Sectional Aeronautical Charts, VFR Terminal Area Charts, and Helicopter Route Charts to more clearly depict the location of wind turbine farms. This change will also be published in the Aeronautical Chart User's Guide at [bit.ly/FAAChartGuide](https://www.faa.gov/air_traffic/flight_info/aeronautical/aeronautical_chart_guide).

The VFR charting changes will:

1. Replace the current dashed line border with a zipper border (aviation blue) for easier identification of the boundaries of the wind turbine farm.
2. Add 45-degree (diagonal) cross-hatching lines within all wind turbine farms for increased conspicuity.
3. Revise the masked elevation box to include a white background and include the mean sea level (MSL) elevation figure of the highest obstruction (wind turbine rotating blade tip at the 12 o'clock position) within the wind turbine farm. The letters UC are added to depict a wind turbine farm *Under Construction*.

Pilots are reminded that wind turbine blades and/or blade tips are not lighted. Wind turbine obstruction lights are located on top of the nacelle (generator) at the hub of wind turbines, which in some cases can be 200-300 feet below the rotating blade tips. In accordance with 14 CFR section 91.119, pilots must maintain the appropriate separation (laterally and/or vertically) from wind turbines. Additionally, pilots are reminded to check for other obstacles, such as antenna towers, that may be taller than the turbines located within (or adjacent to) the wind turbine farm. Finally, pilots are reminded of the basic VFR weather minimums contained in 14 CFR section 91.155 and that some wind turbines may significantly exceed 499 feet above ground level (AGL) and extend into Class E airspace (700 feet AGL floor and greater).

This Notice can be printed for public posting and increased local dissemination at:

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronautical/aeronautical\\_chart\\_guide](https://www.faa.gov/air_traffic/flight_info/aeronautical/aeronautical_chart_guide)

---

### "NAFI - Aviation Weather - A Balloon Pilots Perspective on Microscale Meteorology"

Topic: Dive Into The World Of Non-Powered Flight And Learn How A Balloon Pilot Masters Microscale Meteorology For Everyday Flight!

On Wednesday, August 16, 2023 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, August 17, 2023 00:00 GMT)

### Select Number:

CE03123576

### Description:

Have you ever experienced or been concerned about flight into IMC? Nearly half of all weather-related accidents happen because of continued VFR flight into IMC; sadly most of those accidents are fatal. Here's the challenge: Aviation weather forecasting is broad in coverage area and time.



To help solve this challenge, this presentation will dive into the world of non-powered flight and hot air balloons to explain how a balloon pilot masters microscale meteorology for everyday flight.

Balloon flight requires the pilot to be fully immersed in aviation weather on a small scale as being non-powered means there's no leaving the weather once in it! Learn the forecasting tools balloon pilots use for wind, fog, clouds, and rain to keep safe and apply those tools in your own powered flight and instruction to avoid IMC.

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

---

### "Aging Aircraft Maintenance Ownership and Upkeep"

Topic: How to Properly Maintain Aging Aircraft to Keep them Safe and Reliable.

On Friday, August 18, 2023 at 18:00 Central Daylight Time (16:00 PDT; 17:00 MDT; 19:00 EDT; 13:00 HST; 15:00 AKDT; 16:00 Arizona; 23:00 GMT)

**Select Number:**  
SW17123524

### **Description:**

The Average Age of the General Aviation Fleet is 50 years old. This Presentation answers the following questions: How do you keep old aircraft safe and reliable? How do you obtain the Complete Record Package from the FAA? How do you Research the History of an older aircraft? What is the Typical Life Cycle of an Aircraft? What Factors affect the Airworthiness of an Aircraft? How do you Develop a Special Inspection Checklist?

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

August 2023

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit  
Advanced Knowledge 2 - ½ Credit

---

### "MERIDEN IMC Club Monthly Meeting at KMMK"

Topic: Mastering the Art of Instrument Navigation and Instrument Training. (Scenarios and Discussion)

On Tuesday, August 22, 2023 at 18:00 Eastern Daylight Time

Location:

Meriden Airport-KMMK  
213 Evansville Ave  
Meeting Room, Airport Terminal  
Meriden, CT 06451

**Select Number:**  
EA63123623

**Description:** Hot August Nights. Please come to the **AUGUST, 2023** meeting of the IMC Club. An affiliate of the **EAA**. At this meeting, a new instrument flying scenario will be presented and discussed. These scenarios allow the attendees to share and build on their own experiences. You do not have to be instrument rated to attend! We begin our meeting with the Question of the Month. Following the presentation, we will conclude with the question, "What would you do?". Refreshments will be served. Click the link below and register today!

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

The sponsor for this seminar is: **FAA Safety Team and the Bradley FSDO**

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

---

### "Personal Minimums and Weather Cams"

Topic: Establishment of Personal Weather Minimums and Expanded Availability and Use of Weather Cameras

On Tuesday, August 22, 2023 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:

EA07123545

#### Description:

- General aviation accidents have resulted from loss of control and controlled flight into terrain while flying in areas where weather information is largely unavailable.
- Near real time weather information, especially in mountainous areas is not commonly available but camera views of those locations can greatly aid pilots in determining whether there are sufficient ceiling and visibility to support safe flight.
- Pilots should be made aware of the presence of weather cameras and they should be instructed in their use.
- In consultation with a flight instructor, pilots should develop a set of personal weather minimums and periodically review and revise that reflect to reflect personal capabilities.

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

---

### "Swift Fuels Unleaded Avgas"

Topic: Information about Swift fuels unleaded aviation gas.

August 2023

On Wednesday, August 23, 2023 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, August 24, 2023 00:00 GMT)

#### Select Number:

GL13122855

#### Description:

Chris D'Acosta, Swift Fuels CEO, will discuss current and future Swift Fuels plans for the transition to an unleaded fuel for piston aircraft. Chris will share what's happening with their high-octane 100R unleaded avgas product and their premium UL94 unleaded avgas.

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  
AMT: 1.00

---

### "Tools For Mountain Weather Flight Planning And NOAA Flight Operations"

Topic: Weather Planning Around Tall Pointy Objects

On Saturday, August 26, 2023 at 09:00 Central Daylight Time (07:00 PDT; 08:00 MDT; 10:00 EDT; 04:00 HST; 06:00 AKDT; 07:00 Arizona; 14:00 GMT)

#### Select Number:

GL15123461

#### Description:

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR with CDR Patrick Didier. CDR Patrick Didier is an active duty NOAA Corps Officer with over 17 years of flying scientific research aircraft. He is currently stationed in Chanhassen, MN, supporting NOAA's Airborne Snow and Soil Moisture Survey. These surveys use low-flying aircraft to measure snow-water equivalent throughout the United States and portions of Canada. He is one of a select group of homegrown NOAA

aviators to qualify as Hurricane Aircraft Commander in the flagship airborne platform, the WP-3D Orion. He will be discussing the types of flying that NOAA does in support of scientific research, as well as presenting a training module on low-level mountain flying.

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

The sponsor for this seminar is: **MN FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 2 - ½ Credit

Basic Knowledge 3 - ½ Credit

### Podcasts & Apps & Gadgets –

#### AOPA Weather

Plan for what's ahead with



The AOPA Weather site is partnering with SiriusXM Aviation. Check it out: <https://www.aopa.org/weather/>

And as for weather, although not free, [SkewTLogPro](#) is a great app with selectable features to suit many uses. Informative help menus minimize the learning curve, as well as responsive customer service. Makes the beauty and awe of our atmosphere more fantastic with insight in the palm of your hand. Access detailed models in the CONUS and around the world.



### 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).



### **Notice sent 8-3-2023 regarding deer -**

Over the last few days, we have seen an increase in white-tailed deer activity on the airfield. This activity has been observed mainly in the southern portion of the field. We wanted to pass this information along to ensure you are aware of the issue and highlight the efforts the airport is making to alleviate wildlife concerns.

The first step Airport Management is taking is to ensure that all tenants are informed of the issue. Along with distributing this letter, Airport Management has issued the following NOTAM informing pilots of the wildlife issue: 08/013 HVN AD AP WILDLIFE HAZARD DEER S SIDE 2308022057-2308112100.

Secondly, Airport Management is increasing Airport Operations' presence on the airfield. This will entail two different tactics. The first of those will be to increase the number of runway sweeps performed throughout the day. Most notably, runway sweeps will be increased around the times of peak aircraft activity. The second tactic will be to implement continuous monitoring of the airfield during the periods



that aircraft activity and deer activity have been observed. Initially, continuous monitoring will occur between 0600-1000 local and 1700-2300 local.

Thirdly, Airport Management is implementing a runway closure procedure whenever deer activity is reported or observed on the airfield. Upon a deer observation or notification to Airport Operations, Airport Operations will immediately close Runway 2-20. When the deer is no longer observed on the airfield the runway will be reopened.

Fourthly, Airport Management has coordinated with USDA-APHIS to increase their visits until the deer hazard is no longer a safety concern. On a routine basis, USDA performs at least one visit every week. As of today, USDA has performed four site visits and removed one of the deer from the airfield. USDA will continue to perform daily site visits, mainly during the morning and evening time periods.

Airport Management appreciates your understanding as we navigate this safety concern. If you have any questions do not hesitate to reach out.

---

**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!! And we will reimburse you for fuel obtained at Meriden, where the cost is 25% less!**

---

#### **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](mailto: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](mailto: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!!!

#### **Paperless Badging Applications:**

As outlined in past months, Tweed HVN will be moving the SIDA badging application process, as well as training, presentations, and exams, to an online format. This will give our authorized signatories complete automated control of their SIDA rosters, including expiration reminders, the ability to upload IDs from anywhere, and access outside office hours. Soon our badge holders will be able to complete the renewal process with the only time having to step foot on the property to retrieve their badge. We are in the final stages of front-end development, and it is possible to have live beta testing in time for September 2023 renewals.

## 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](http://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 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), 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](mailto: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](http://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](mailto: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 15<sup>th</sup> of every month. Please let me know if you have any news, suggestions, or comments:

[Secretary@gmail.com](mailto:Secretary@gmail.com)

Laura Baldwin, Secretary