

YALE AVIATION NEWSLETTER

October 2023

UPCOMING EVENTS

- **Programs at NEAM** – Check out what’s going on this fall: https://neam.org/pages/event-calendar?kx=4GC2NoUrD4pO_AZ7W2Pv5JnPXUAZJKljOCa0QqeAdJ0%3D.UhWXSq
- **Annual Meeting** – Sunday, Nov 5, 2023. Invitation to follow soon!
- **Flyout** – Perhaps something close by for lunch? Or a trip to KBAF to check out the ridiculously bright tower signal lights?? Let Joel know if you are interested in flyouts!
dangelojoel@gmail.com

PILOTS...

Welcome to Yale Aviation – **David Lassila** did his undergrad in Mechanical Engineering, and went to Yale for a Master's of Music in Flute Performance. Currently he is living in New Haven and working mostly from home as an engineer at Stanley Black & Decker. He also teaches flute lessons to a few students in the area – “let me know if you're ever interested in learning flute!” After numerous checkride delays due to low ceilings, thunderstorms, and Canadian smoke, David completed his PPL this July. “I'm excited to start working on my instrument rating now as a member of the club!”



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Congratulations to **Dan MacDonald** on his number 1 lieutenant’s exams result!



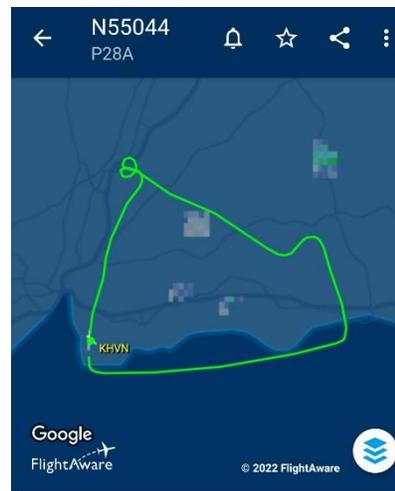
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Congratulations to **President Jake White** on his marriage Sept 30 to Sharon Rose!





Josh Snow and his son Trevor, who won the NE Poker Run 2023 last month!

Sharing aviation via a Young Eagle flight is so rewarding. On September 20, 2023 Laura Baldwin did a flight with Fred Kamp (Ty Kamp's eldest son):



Arrived	
09/20/2023 01:11PM EDT	09/20/2023 01:40PM EDT
ORIGIN KHVN Tweed/New Haven New Haven, CT	DESTINATION KHVN Tweed/New Haven New Haven, CT

On a spectacular late September day, I was enjoying the local skies with Mrs. Baldwin. I had hoped to learn more about flying, and I certainly did. We began with a pre-flight, which I had never done before, and then we did a walkaround inspection, with which I have a little experience. I have made two prior training flights, but this time I had my hands on the controls for much of the time. We circled our house in North Haven, and if you live there we probably passed by your house, too. Next, we flew to Madison, where I practicing turns and altitude changes. On our way back to KHAVN, we flew over the Thimble Islands and Branford Cove, where I had learned to sail this summer with the Yale Corinthian Yacht Club. When we landed, we taxied back to the East Ramp, where we tied down N55044 and checked the Hobbs meter for the time: 0.8 hours! Now I have 1.8 hours of flying experience but of all my time, this was my most enjoyable flight.

Fred Kamp III, future Commercial Pilot

Safety Pilots: Below are listed 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

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=PLQCVVYDKYo3K_AbIL_6Xvx0EZJNLgqjr0

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 out of its cylinder break-in period.

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

55044 is having its 100 hr/ annual completed. A crack was discovered between the engine mount and the gear strut. We may be able to take advantage of the time needed to do this repair to also replace the front seat upholstery.

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.



Flight Circle

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** president@gmail.com.

AVIATION EDUCATION & NEWS

FAASafety.gov Access: Register for New MyAccess MFA Service

Notice Number: NOTC3222 Date: Sep 29, 2023

For individuals who access FAASafety.gov, this message contains information regarding an upcoming change.

The FAA's Office of Information & Technology is pleased to introduce the FAA's enhanced MyAccess multi-factor authentication (MFA) service, used to secure access to the FAA's network, systems, and applications.

In October 2023, the new MyAccess MFA service will secure access to the FAASafety.gov website for external (non-DOT/FAA) users.

As a result of this change, you will no longer be able to log-in using your current username and password. Instead, you will need to use the FAA's new MyAccess MFA service via the Okta Verify or Google Authenticator app that you can install on your computer or mobile device.

- **If you are an employee or contractor of a U.S. federal agency** (excluding DOT/FAA): Register your existing CAC/PIV account with Max.gov. Visit [Max.gov](https://max.gov) and select "Register for a Max.gov account". After your Max.gov account registration is complete, visit the FAA's [MyAccess login](#) webpage, select "Sign in with Federal CAC/PIV", and then follow the prompts to sign in with your CAC/PIV card to complete your registration with MyAccess.
- **If you are not an employee or contractor of a U.S. federal agency**, visit the FAA's [MyAccess External User Registration](#) webpage to register for your account today.
- **If you have already done this to access another FAA system**, you do not need to repeat these steps. For step-by-step registration guidance, refer to the "[Registration Help](#)" link in the blue bar on the registration webpage.

For now, and even after you register, please continue to log-in to FAASafety.gov using your current username and password. We will provide more information about this change later, during October 2023.

Do you have questions or need IT support?

If you need assistance, please contact the MyIT Service Center by emailing helpdesk@FAA.gov or calling 1-844-FAA-MyIT (322-6948).

Representatives are standing by 24 hours a day, 7 days a week to assist you.

AviationWeather.gov Update

This site is changing on October 16, 2023. Preview the new site at [Beta.AviationWeather.gov](https://beta.aviationweather.gov)

For help and orientation: <https://beta.aviationweather.gov/help/>

TFR website: The Temporary Flight Restrictions (TFR) Website provides a source to review TFR data for flight planning purposes. The site offers a consistent look and feel, enhanced design, and improved functionality implemented from approved TFR requirements. Click in the link below for more information on the updated site.

<https://tfr.faa.gov/tfr2/AboutTFRWebsite.pdf>

Foreflight Workshops

ForeFlight experts Captains Brian Schiff and Mike Jesch are presenting a series of online 90-minute interactive ForeFlight workshops. The next webinar in the series begins at 5 PM PDT (7 PM CDT, 8 PM EDT) on Monday Nov 6, 2023 and the workshops will continue on the first Monday of each month through December 2, 2024. These workshops offer comprehensive hands-on training on using ForeFlight for flight planning, weather, and in-flight navigation. A single registration will register you for all the remaining webinars.

If you haven't signed up yet, you can register for all the workshops at:

[ForeFlight Workshops Registration Link](#)

or paste this link in your browser

https://us02web.zoom.us/webinar/register/1116908921782/WN_6SU3o4B2TCewODg5aNaA7A

[ForeFlight Workshop Recordings](#)

or paste this link in your browser

https://youtube.com/playlist?list=PL7OF5SLhm8PoQz9K2cJXlnJZpk_aZNfom&si=7Ad6LgivR6b7Wp2f

The National Association of Flight Instructors (NAFI) members get a 33% discount on ForeFlight subscriptions. NAFI membership is open to all pilots, not just flight instructors. To join NAFI go to www.nafinet.org, click on join now and use the discount code S49 when you check out. You will join for \$49 plus you will get a \$79 discount on a Pro Plus ForeFlight subscription and a \$119 discount on a Performance Plus ForeFlight subscription. ForeFlight will automatically apply the discount at sign up or renewal as long as you use the same email address for ForeFlight and NAFI.

WINGs course on Self-Briefing:

It's really good, and the way things are done these days!

https://www.faasafety.gov/gslac/ALC/course_content.aspx?CID=683&SID=1342

PDF on Sharing expenses: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-142_Ed_Upd.pdf

[Leaving a Lasting Aviation Legacy](#)

10/17/23, 7 pm CDT

Alan Spiegel

Whether you're a passionate aviation enthusiast, a pilot, or someone who simply appreciates the wonders of flight, this webinar offers valuable insights into how to ensure your legacy endures through the generations. We will share best practices for estate planning, helping you

Get more utility out of your airplane by making the best preflight and in-flight decisions when weather conditions are less than ideal. This detailed presentation by Sporty's Bret Koebbe will first cover using ForeFlight on your computer and iPad to develop your own preflight self-

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consider the process of preserving your legacy for your loved ones, and possibly helping to further The Spirit of Aviation.

[Weather Flying with ForeFlight: Preflight and ADS-B Weather Tips](#)

Qualifies for FAA WINGs and AMT credit.

10/18/23, 7pm CDT

Bret Koebbe

weather briefing. Then you'll learn how to keep up with changing convective and/or IFR conditions while en route using ADS-B datalink weather.

[Balancing Act: Managing Energy in Flight](#)

Qualifies for FAA WINGS credit.

10/25/23, 7pm CDT

Catherine Cavagnaro

The latest version of the FAA's Airplane Flying Handbook contains a new chapter devoted to energy management. It's a long time in coming; after all, the subject comprises a significant part of Wolfgang Langewiesche's famous text Stick and Rudder. Catherine Cavagnaro from Ace Aerobatic School will discuss the ideas presented in the new chapter a step farther and see how adopting an energy-centered approach to aviation can lead to safer flying.

"Required Inspection Items (RII)"

Topic: RII Lists, RII Inspector Requirements, Criteria, Countermand, Buy Back, Manual Content, Airworthiness Release, and much more. On Thursday, October 26, 2023 at 18:30 Central Daylight Time (16:30 PDT; 17:30 MDT; 19:30 EDT; 13:30 HST; 15:30 AKDT; 16:30 Arizona; 23:30 GMT)

Select Number:

SW17124669

Description:

This is a comprehensive presentation on Required Inspection Items. It is intended for **Operators** who Maintain Aircraft under a Continuous Airworthiness Maintenance Program (CAMP), **Mechanics** who may be authorized to Conduct RII Inspections, and **FAA Aviation Safety Inspectors** responsible for oversight of CAMP Operators.

Presentation covers recent guidance and memos issued by the Aircraft Maintenance Division in 2022, as a result of unsatisfactory findings in a nationwide survey of CAMP's. Several fatal accidents are reviewed to enhance the topic. The Regulatory Requirements for RII are examined in depth. Numerous how-to examples are provided. Topics Include: RII Lists, RII Inspector Requirements, Criteria for Rejection or Acceptance, Countermand, Buy Back, Manual Content, Airworthiness Release, and more. Both Large and Small Organizations will find this presentation a worthwhile aid to improving RII Procedures. 2 hours of AMT/IA Refresher Credit will be awarded.

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Length Approximately 2 Hours.

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:

AMT: 2.00

[Miracle in Sioux Falls](#)

Qualifies for FAA WINGS and AMT credit.

11/1/23, 7 pm CDT

Mike Busch

Nothing is more frustrating for an aircraft owner than a disabling mechanical problem that occurs far from home in the middle of an important trip. Nothing is more embarrassing if the problem was the owner's fault. That's exactly what happened to maintenance expert Mike Busch one Saturday evening in July as he was flying his Cessna 310 from California to AirVenture 2023. Mike got on the brakes too early during what should have been an easy-peasy crosswind landing at Sioux Falls, South Dakota. The resulting blowout of the right main gear tire and tube disabled the aircraft and closed the runway for more than an hour. The remarkable series of fortuitous events that followed, allowing Mike and his two passengers to get to Oshkosh on schedule, is the subject of this webinar.

[Cloudy With A Chance of PIREPs](#)

Qualifies for FAA WINGS credit

11/8/23, 7 pm CDT

Prof. H. Paul Shuch

Pilot Reports are just one more way for aviators to share critical safety information with each other. In this WINGS award webinar by Prof. H. Paul Shuch, we will review the format of PIREPs, including what they cover, when to file them, where to check them, and how to interpret their sometimes cryptic language. We're all in this together! Qualifies for FAA WINGS credit.

[Three Strikes and You're Out: A Practical Strategy for Stopping the Accident Chain](#)

Qualifies for FAA WINGS credit.

11/29/23, 7pm CDT

Kenneth Solosky

We all are safe and conscientious pilots. We train for emergencies and read accident reports to learn from other's mistakes. We often wonder, how did the pilot miss the signs? But they did. Join Kenneth Solosky as he discusses three strikes as a practical approach to stopping the accident chain before it ever happens.

[Deadly Switches](#)

Qualifies for FAA WINGS and AMT credit.

12/6/23, 7 pm CDT

Mike Busch

That ubiquitous key-operated ignition switch in most single-engine piston airplanes is fraught with peril. There are two different designs that have different failure modes and are subject to different airworthiness directives. Yet one critical failure mode is unaddressed by any of these ADs and has resulted in death, serious injury, and costly property damage. Maintenance expert Mike Busch discusses how and why these switches fail and what you can do to protect yourself from the deadly consequences. If you own or fly an aircraft with a key-operated ignition switch, this webinar is a must-see.

Podcasts & Apps & Gadgets –

[Lightspeed Podcast No Tie-Downs:](#)

<https://www.lightspeedaviation.com/blog-posts/aviation-no-tie-downs-were-going-to-put-it-in-the-trees/>

TWEED NEWS -

NOISE ABATEMENT PROCEDURES: The Tweed-New Haven Airport is bounded to the West and East by suburban communities and to the South by sensitive wetlands. Please adhere to the following procedures to help us be the best neighbors and stewards of the land as possible:

- Departing Runway 20, fly runway heading until crossing the shoreline before making any turns.
- Departing Runway 2, fly runway heading to 1,000 feet before making any turns.
- No touch-and-goes late at night or early morning (ie from 2200 local to 0700 local, 0800 local on Sundays).



TSA Badges –

If you are checked out to be PIC of one of our airplanes, you will need a 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 in the office M-F 9:30am-5pm. 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:

Tweed HVN will be moving the SIDA badging application process, as well as training, presentations, and exams, to an online format. This will give 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.

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), 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).**

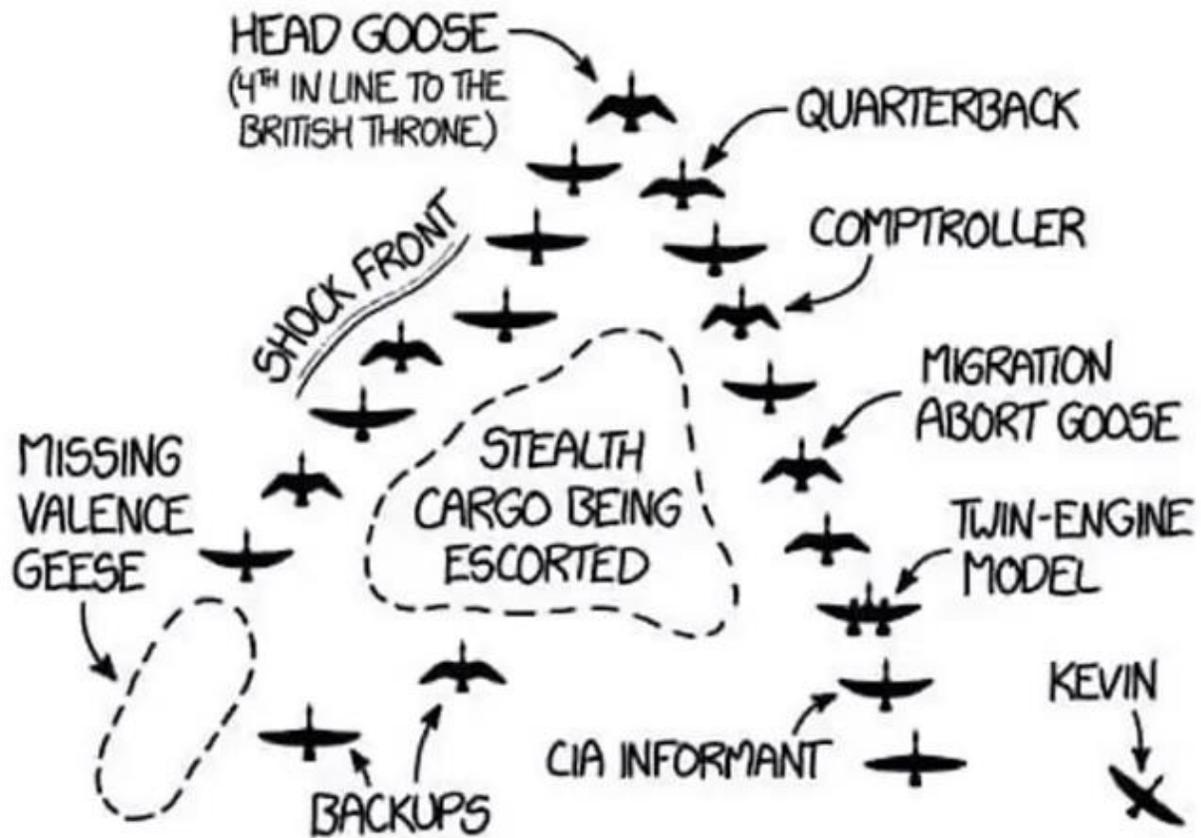


Loggable AATD Simulator Installed at 3Wing Aviation!

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!



UNDERSTANDING MIGRATING GEESE



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:

Secretary@gmail.com

Laura Baldwin, Secretary