

# YALE AVIATION NEWSLETTER

December 2023

## UPCOMING EVENTS

- **Programs at NEAM** – Check out what’s going on before the end of the year:  
[https://neam.org/pages/event-calendar?\\_kx=4GC2NoUrD4pO\\_AZ7W2Pv5JnPXUAZJKljOCa0QgeAdJ0%3D.UhWXSq](https://neam.org/pages/event-calendar?_kx=4GC2NoUrD4pO_AZ7W2Pv5JnPXUAZJKljOCa0QgeAdJ0%3D.UhWXSq)
- **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](mailto:dangelojoel@gmail.com)

## PILOTS...

Message from our new president, **Paul McGhee**:

Looking ahead to the new year, I have been thinking about a couple of things... first, conducting our own wings-approved seminar programs, and inviting our sister clubs' members to join us. This lets our instructors claim extra credits, too. Organizing this is something I will take the lead on, although our instructors might need to be involved to qualify for credit.

Second, I'd like for more of our members to engage on social media, specifically our Facebook group. I understand a certain reluctance to have discussions on a social media forum. Still, I think it is a perfect—and safe—place to share and discuss certain things, i.e. airplane availability, small squawks, maintenance progress, fly-outs, our new wings-approved seminars.

I'm asking our members to search for our Facebook group [HERE](#) and join. I'll try to keep it interesting by posting items important to our members. You can post, too.

Fair Winds,

Paul

## New Rates as of December 1, 2023:

- Airplane rates will be @130/hour wet for N55044 and \$140/hour wet for N6297J.
- Dues will be \$85/month with \$95/month charged in flight-hour equivalents, totaling \$180/month. Once a member has accumulated 12 hours-worth of flight time ( $\$130 \times 12 = \$1560$ ), the member will no longer be charged the flight-hour portion of their monthly charges.
- Initial fees will be \$500 for Tier 2 and \$1200 for Tier 1 for new members. Current members at the Tier 2 level will be able to pay the difference to upgrade to Tier 1 membership at the old \$1000 rate until March 1. After that, any upgrade by any member can be achieved by paying the difference between what they paid for their Tier 2 membership and the current Tier 1 initial fee.

**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:lfaldwin@aol.com">lfaldwin@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
Santo Galatioto	<a href="mailto:santoyale@gmail.com">santoyale@gmail.com</a>	203-710-2730
Fritz Heidenreich	<a href="mailto:fritz.heidenreich@gmail.com">fritz.heidenreich@gmail.com</a>	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>

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**

**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!

**Our new airplane, N6297J,** has an engine heater. PLEASE have it connected the night before you plan to fly, as this engine really, really needs to be preheated.

**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 maintenance officer, **Dan Macdonald** (203-788-6320). 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!*

6297J is AOK with 25 hours until its next 100 hr/annual.

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)

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55044 is finally back from its 100 hr/annual, where a cracked engine mount required refabrication of that part. We took this opportunity to reupholster the front seats, fix issues with the dome and annunciator lights, and address various member squawks.

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!



**Updating our Garmin databases** - Remember when you turn on the avionics in N55044 to always hit the "update" softkey on the GTN650 unit to be sure that the databases are always updated.

**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.

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### AIRPLANE NOTES:

- 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!
- **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!
- ALL instruments turned off when manipulating the Master switch – ***particularly important for doing the hot mag check at shut-down***, since an unexpected electrical surge could fry delicate avionics equipment left on!
- **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.
- **TAKE OUT THE TRASH!** Please be sure any spare paper, charts, etc are removed after your flight.
- **Gust lock is in position, window closed, aircraft locked (both baggage compartment AND door), COVER ON!** Due to construction at the airport, **please use the airplane covers always**, unless you SEE another member using the airplane after you.

***Be sure to leave our airplanes secure and clean*** – just like YOU would like to find them!

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### 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.



**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](mailto:Joshua.r.snow@medtronic.com) or call/text him at 203-804-4845. You can also contact **Laura Baldwin** [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org) or **Paul McGhee** [president@yaleaviation.org](mailto:president@yaleaviation.org).

## **AVIATION EDUCATION & NEWS**

### **AOPA Rusty Pilot Series**

Want to refresh your aviation skills? Check out these AOPA Rusty Pilot series youtube videos. [https://www.youtube.com/playlist?list=PLQCVVyDKYo3K\\_AbLL\\_6Xvx0EZJNLgqjr0](https://www.youtube.com/playlist?list=PLQCVVyDKYo3K_AbLL_6Xvx0EZJNLgqjr0)

### **Weather Essentials for Pilots online class coming January 2024**

Starting Monday, January 8, 2024, a new twelve week basic aviation weather course called Weather Essentials for Pilots will begin. This unique live class will be taught exclusively by Dr. Scott Dennstaedt. Just to set your expectations, think of this as an Aviation Weather **102** class. In other words, the course isn't designed to overwhelm you with a ton of advanced meteorology concepts. At the other extreme, don't expect the class to be a bunch of lessons on how to decode a raw METAR, TAF or PIREP. The bulk of the lessons will focus on **building the necessary foundation** to get the most from the weather guidance that all pilots should be using to make more confident decisions while in flight and prior to closing the door on the cockpit to depart. **20%** of the material will be a review of basic aviation weather topics and the other **80%** will be new or untaught material to focus on the gaps of knowledge present with most certificated pilots.

The class will be held at **8 pm eastern time** on Mondays beginning on January 8, 2024. Each session will last 60 minutes with 15-20 minutes added to allow for questions and spillover (a total of 75-80 minutes). The sessions will be held using Google Meet and each session will be recorded for those that cannot attend live. The recording will be made available the following day to everyone registered for the class. The class size will be limited to allow for some Q&A during each session.

The cost of the class will be set at **\$395** for each attendee (no refunds will be given once the first class begins). Two books will be recommended, but are optional. These can be purchased prior to class (allow 7 days for delivery). **If you would like to attend, please send an email to [support@ezwxbrief.com](mailto:support@ezwxbrief.com) and you will be the first to be notified when the official registration goes live.** We currently have enough interest in the course for it to be held. A waiting list will be started once the class has reached maximum capacity. The specifics on how to register for this new course will be sent out in the **December EZNews** and via email to those that have already expressed a sincere interest in attending.

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**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>

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## 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](https://us02web.zoom.us/webinar/register/1116908921782/WN_6SU3o4B2TCewODg5aNaA7A)

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### [ForeFlight Workshop Recordings](#)

or paste this link in your browser

[https://youtube.com/playlist?list=PL7OF5SLhm8PoQz9K2cJXlnJZpk\\_aZNfom&si=7Ad6LgivR6b7Wp2f](https://youtube.com/playlist?list=PL7OF5SLhm8PoQz9K2cJXlnJZpk_aZNfom&si=7Ad6LgivR6b7Wp2f)

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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](http://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.

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## **WINGs course on Self-Briefing:**

It's really good, and the way things are done these days! You can take it at any time – just sign in to your account to receive credit. [https://www.faasafety.gov/gslac/ALC/course\\_content.aspx?cID=683&slD=1342](https://www.faasafety.gov/gslac/ALC/course_content.aspx?cID=683&slD=1342)

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### **"Saturday Morning Coffee and Wings - Low Flight Visibility"**

Topic: Low Flight Visibility - Causes of Low Visibility and How it is Defined  
On Saturday, December 16, 2023 at 09:00 Central Standard Time (07:00 PST; 08:00 MST; 10:00 EST; 05:00 HST; 06:00 AKST; 08:00 Arizona; 15:00 GMT)  
December 2023

### **Select Number:**

GL15125558

### **Description:**

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Fred Remer through causal analysis and definition shows us the

6/10



details of low visibility and explore how they pertain to us with the use of case study.

Fred is an instrument rated pilot and Professor of Meteorology at the University of North Dakota

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:

Basic Knowledge 3 - 1 Credit

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### "Leadership Role of the CFI to Support Safety Culture"

Topic: We Will Review, 'The Safety Culture Assessment and Continuous Improvement in Aviation Report.'

On Wednesday, December 20, 2023 at 18:00 Eastern Standard Time

Location:

Million Air FBO  
16 Jetway Drive

Albany, NY 12211

#### Select Number:

EA01125336

#### Description:

The effectiveness of **Safety Management Systems (SMS)** depends greatly on the Aviation Community having a **Positive Safety**

**Culture**. Shared values, actions, and behaviors must demonstrate commitment to safety first; over the competing goals, pressures, and demands of our industry. Despite the recognized importance of Safety Culture, aviation communities may not yet be equipped with the tools needed to implement this improved culture. We often see responses to safety issues are in reactive mode - addressing the need to improve safety *after* safety has been compromised. The Flight instructor (CFI) is the first to observe unsafe actions in the training environment. The leadership role of the CFI is critical in supporting a **Safety Culture**. This will give our community the tools that they need to make safety decisions **proactive instead of reactive**. This workshop will identify areas where the CFI can play a critical role in teaching, supporting and reinforcing a **Positive Safety Culture**.

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:

Advanced Knowledge 2 - 1 Credit

## Podcasts & Apps & Gadgets –

### Bad Clouds – how we are misled in our explanations about Clouds



This is a treatise rather than an app, but interesting none-the-less. It explains how water in the atmosphere actually becomes clouds without using the flawed idea that "cooler air holds less water". Check it out!



<https://personal.ems.psu.edu/~fraser/Bad/BadClouds.html>



**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).

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### 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 one our two TSA signatories, [Laura Baldwin](mailto:lfbaldwin@aol.com) (203-517-5409, [lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) and Santo Galatioto (203-710-2730, [santoyale@gmail.com](mailto:santoyale@gmail.com)). For that signature she/he 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](mailto:gkimball@avports.com) at the Badging Office at [gkimball@avports.com](mailto:gkimball@avports.com) or 203-466-8833 ext 1004 to have your fingerprints taken and to 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.

*At the same time, fees will be increasing on January 15, 2024. New badges will be \$75 and renewals will be \$50, with a \$25 surcharge for those badges renewed AFTER the expiration date!*

**More news on badges next month!**



**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-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), 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 additional merchandise!



questions or have ideas for

**Rebate Program** which will receive cash back for all your purchases from

We take part in **Sporty's Flying Club**



means we our club on 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) -**

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 STEM Pilot, a Waterbury company dedicated to teaching math and science through the excitement of aviation.

The system uses Lockheed Martin Prepar3D software and Logitech 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) for access.



**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**

([lfaldwin@aol.com](mailto:lfaldwin@aol.com)) is such an instructor, qualified with 3Wing. Let her know if you have any questions or want to schedule a flight!



**Redbird LD Sim at KMMK!**

Fully loggable at 80\$/Hr.  
Contact Meriden Aviation Center 203-648-4870

**LOOSE PARTS**

DAVE BLAZEK



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@yaleaviation.org](mailto:Secretary@yaleaviation.org)

Laura Baldwin, Secretary