

YALE AVIATION NEWSLETTER

January 2024



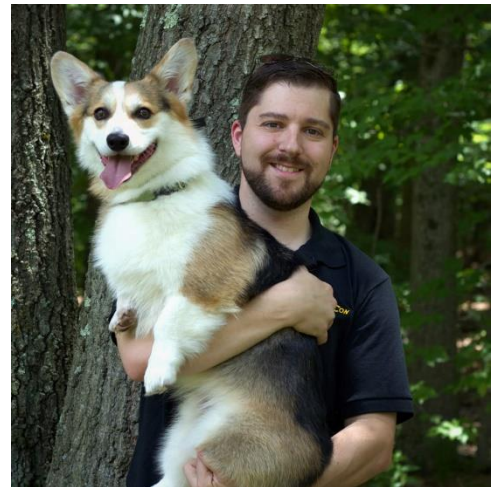
UPCOMING EVENTS

- **Bagels and Flying: VFR/IFR Scenarios** – Paul McGhee and Laura Baldwin, CFII are going to meet once a month at Robinson Aviation to mull over VFR and/or IFR scenarios. Come join us for the inaugural session this Saturday, Jan 20 at 10 am!
- **Programs at NEAM - Homeschool Day: Helicopters 101** - Monday February 5, 2024. Join from 10:00am-3:00pm for a special day at the museum just for homeschool families. Event includes helicopter themed activities, opportunities to meet retired helicopter pilots, mechanics, and more!...
- **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 **Dan Perrone!**

Dan has nurtured a lifelong love for aviation, enabled by his father and uncles who were all rated pilots. Dan is an Operations Manager with Robinson Aviation, living a stone's throw from Tweed, and intends to work hard in 2024 on finishing both his instrument and commercial ratings. He's currently a PPL with high performance and complex endorsements. He has owned his own aircraft previously, and has stick time in multiple aircraft from Cessna 150s to Citation jets. He's looking forward to sharing more of aviation with friends and family as he grows his experience.



Welcome also to newly instrument-rated **Murat Gunel** – more on Murat next month!

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	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
Santo Galatioto	santoyale@gmail.com	203-710-2730
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>

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 12 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

N55044 is AOK.

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.

Also, MAD VOR is out of service, so other VORs will need to be used for the VOR check every 30 days. If you get a chance, please do this check any time you fly!

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.

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, ESPECIALLY THE RIGHT RUDDER TOE-BRAKE!!** We are seeing “flat spots” often seen on the tires of both airplanes, in particular the right tire. This is most commonly caused by *landing while holding the brakes* or braking too hard to make the first turn off the runway. OR possibly pilots are holding the right toe-brake a bit as they start their takeoff roll. ***Heels on the floor, and no toes on the brakes!!***
- **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.
- **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.

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

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.



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** secretary@yaleaviation.org or **Paul McGhee** 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=PLQCVVvDKYo3K_AbLL_6Xvx0EZJNLgqjr0

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&SID=1342

"Wiring Basics"

Topic: Discussion of aircraft wiring systems.

On Monday, January 22, 2024 at 13:00 Central Standard Time (11:00 PST; 12:00 MST; 14:00 EST; 09:00 HST; 10:00 AKST; 12:00 Arizona; 19:00 GMT)

Select Number:

GL13125841

Description:

EAA SportAir Workshops Electrical Systems & Avionics instructor Dick Koehler discusses the basics of aircraft electrical wiring and tips for planning out your aircraft electrical system.

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: 1.00

Basic Knowledge 3 - 1 Credit

"Factory Built to Homebuilt Whats the Difference"

Topic: FAA rules pertinent to difference between amateur built and standard category.

On Tuesday, January 23, 2024 at 16:00 Central Standard Time (14:00 PST; 15:00 MST; 17:00 EST; 12:00 HST; 13:00 AKST; 15:00 Arizona; 22:00 GMT)

Select Number:

GL13125895

Description:

Buying a used homebuilt can get you a lot of performance on a comparatively small budget. But how do homebuilts differ from the other aircraft in the classified ads, and what are the regulatory differences? EAA Government Relations Director Tom Charpentier breaks down the rules and regulations of homebuilts, discusses transition training, and offers resources for prospective buyers.

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

[Young Eagles Coordinator Onboarding](#)

Wednesday, January 31, 7 p.m. CST with David Leiting

Learn the ins and outs of the Young Eagles coordinator position during this live webinar with Q&A. EAA Eagles Program Manager David Leiting will cover a wide range of topics including rally planning, online registration, and basic coordinator duties.

[Six Big Mistakes of Aircraft](#)

[Maintenance](#) | Qualifies for FAA WINGS and AMT Credit

Wednesday, February 7, 7 p.m. CST with Mike Busch

In this webinar, GA maintenance expert and owner advocate Mike Busch A&P/IA discusses the six most common blunders he sees aircraft owners make in dealing with their shops and mechanics. These range from allowing mechanics to decide what maintenance needs to be done (which is the owner's job) to failing to obtain written cost estimates to allowing problems to be "shotgunned" instead of diagnosed systematically. These errors often result in the owner losing control of the maintenance process and winding up profoundly unhappy with the outcome. Mike discusses how owners can avoid these costly errors and truly become "owners in command" of their maintenance.

[Mental Health and FAA Medical](#)

[Certification](#) | Qualifies for FAA WINGS Credit

Thursday, February 15, 7 p.m. CST with Tom Charpentier

There has been a lot of discussion in the past year of the FAA's approach to certification in mental health cases, and how this approach causes many pilots to be reluctant in seeking treatment. In this webinar, EAA Government Relations Director Tom Charpentier will discuss the current state of FAA policy, recent improvements to the handling of some cases, and EAA's advocacy goals moving forward.

[Maintaining Insurability](#)

Wednesday, February 28, 7 p.m. CST with Tom Turner

Tom Turner from the American Bonanza Society Air Safety Foundation discusses the insurance challenges for pilots with low experience in type, pilots who want to maintain high levels of

insurance protection, those flying harder-to-insure aircraft, and older pilots, and a strategy for making themselves better risks for otherwise hesitant insurance underwriters. We'll cover:

- Why aircraft insurance has become costlier and hard to get in recent years
- The difference between insurance brokers, agents, and underwriters, and questions to ask each
- A strategy for getting underwriters to see you as a better risk than the average airplane owner

Podcasts & Apps & Gadgets –

A couple of fun videos for this month of challenging weather:

- Landing Upside Down? <https://youtu.be/BlmR4wUgrNo?si=19A3pqphhrQDQIA9>
- Pan Am flight 6 ditching in the middle of the Pacific https://youtube.com/watch?v=HcezkTTadJ0&si=Zlc2zM90_VwatGRa



VAPOR

The Way I Taught It – Check out this podcast that includes an interview of Rich Stowell on aerobatics and a discussion of Energy Management, to mention just a few topics. [https://podcasts.apple.com/us/podcast/the-way-i-taught-it/id1544980241?_hsmi=288735144&_hsenc=p2ANqtz-](https://podcasts.apple.com/us/podcast/the-way-i-taught-it/id1544980241?_hsmi=288735144&_hsenc=p2ANqtz-gzHatHLxIDya2ito66WaNxvq9vqreaiSRvU13j4r8pKx8L1Fst7lL6eBwyUcaVQo0ZYxkxDcTzA2Yb7YRYIk5_pgnbw)

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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 one our two TSA signatories, **Laura Baldwin** (203-517-5409, lfbaldwin@aol.com) and Santo Galatioto (203-710-2730, 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 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 T, W, Th 9:30am-3pm. 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. **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) if you have any questions or have ideas for additional merchandise!



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



Rebate

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!!

Program

which means we

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 STEMPilot, 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!

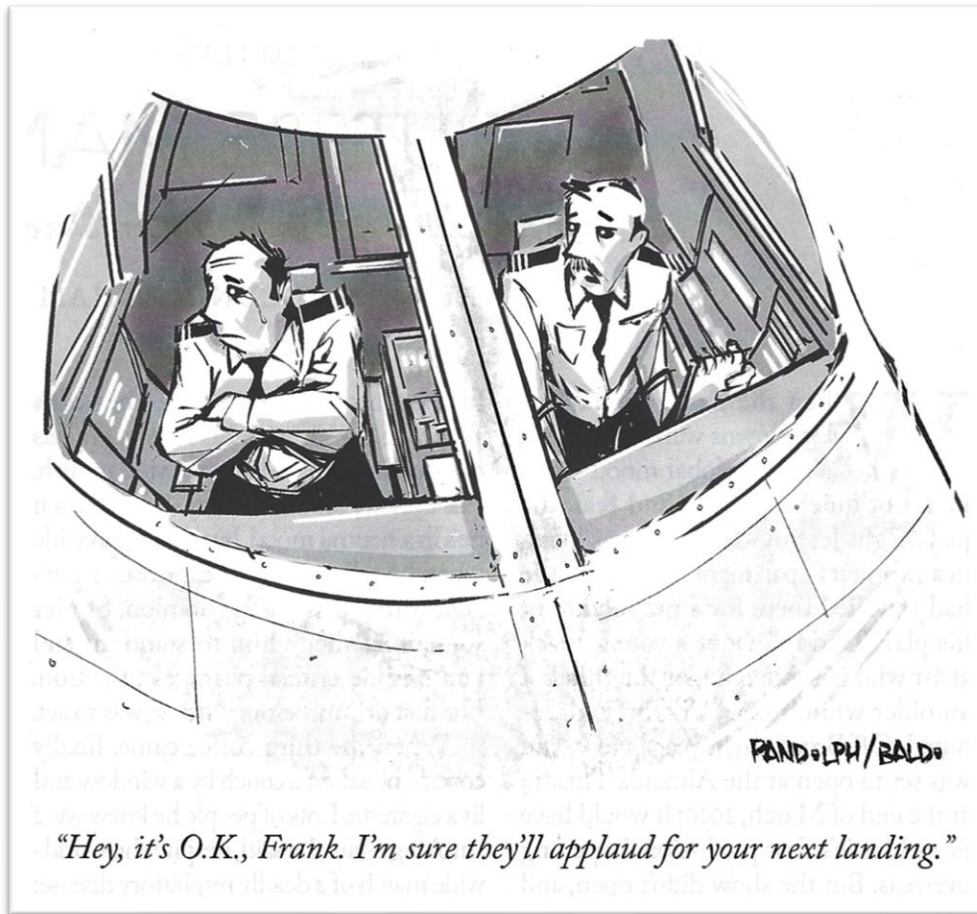
The folks at 3Wing Aviation at KBDR have a **Precision Flight Control** flight simulator available for use that is qualified to log approaches and conduct training. It is open to both 3Wing members and the public. Rates are \$99 per hour for non-Club members (instruction is extra), and time can be scheduled by calling 3Wing at 203-375-5795. The initial flight needs an instructor to explain the setup – **Laura Baldwin** (lfbaldwin@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 to schedule some time.



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@yaleaviation.org

Laura Baldwin, Secretary