

# YALE AVIATION NEWSLETTER

March 2024

## UPCOMING EVENTS

- **Clean-Up Day at the Airport!** – All members of the community are invited - including airport staff and local organizations - to join AvPorts on **Tuesday, March 19, 2024 from 8:30am – noon** as they roll up their sleeves and make a positive impact within our local community. Whether you're passionate about nature, connecting with fellow airport community members, or simply enjoy spending time outdoors, HVN Clean Up Day is the perfect opportunity to make a difference and have fun doing it. They'll provide the trash bags, gloves, safety vests, sunscreen, bug spray... They'll even include lunch, friendly competition, and plenty of good vibes – all they need is you! Please email [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org) asap if interested!!
- **Bagels and....:** Mark your calendars for Saturday/Sunday March 23/24. Details to follow.
- **Wash & Wax** – It's time to get those airplanes clean! Join us **Saturday, April 13, 9 am to noon** for food, hangar talk, and good clean fun.
- **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...

### Words from our President, Paul McGhee:

We are grateful for the turnout at our “Bagels and...” presentations, both in-person and online. It shows our members are engaged and interested in maintaining a safety culture. We'll keep doing it as long as you keep showing up. Many thanks to Laura Baldwin who is driving this education series.

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## Hudson River Corridor Presentation

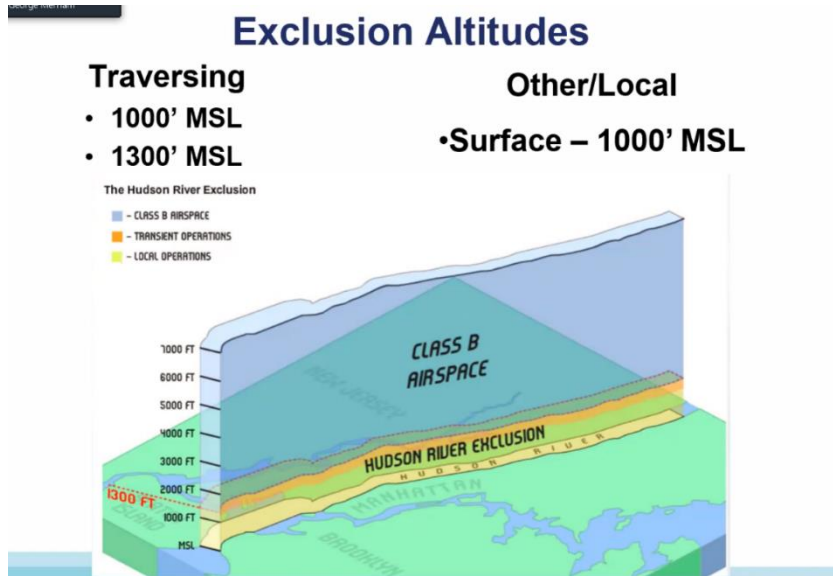
Feb 24, 2024, at the flight school classroom

Nine members attended in person, with another two (at least) signed in, for the Bradley FSDO's webinar on flying the Hudson River Exclusion. Emphasis was on safety and obtaining a clear and complete knowledge of the corridor, its dimensions, the callouts and frequencies.

The first step is taking the FAASafety.gov course [[https://www.faasafety.gov/gslac/ALC/course\\_content.aspx?cID=79&pf=1&preview=true](https://www.faasafety.gov/gslac/ALC/course_content.aspx?cID=79&pf=1&preview=true)], and printing the certificate of completion, which you must have with you along with the current TAC (Terminal Area Chart) for New York City. There are two ways to fly the corridor. One is the Skyline Route which requires a B clearance, and the other is the Exclusion which does not. The waypoint callouts are mandatory. Being able to keep altitude and control your airspeed well are two key skills. If it is your first time, take along another pilot. One can handle the radio calls while the other flies.

A couple of things to keep in mind:

- While there is order to this procedure, not everyone flies it in a disciplined manner. Keep a good eye out for traffic, especially at the choke points of the Statue of Liberty, southern tip of Manhattan, and the northern tip of Central Park
- Remember that the Exclusion will NOT be available if there are active TFRs over stadiums
- Keep all your lights on when flying the corridor. Make yourself as visible as possible.



- While best practice is to fly the exclusion between 1000 and 1300 feet all the way from one end to the other, you may find aircraft transitioning from one altitude to another (particularly around the Lady). Thanks go to George Merriam CFII for organizing this event and Rob Lenert, Aviation Safety Inspector and FAA Team Program manager, for setting it up as a webinar – over 100 people showed up! And a HUGE thank-you to Jake White to effortlessly get us connected to the webinar online, and Paul McGhee for bring the coffee and bagel fixings.

**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
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 back from its 100 hour inspection in Groton, where a new coat of propellor paint has 97J looking really good! The #2 JPI probe is back in place, and the engine monitor is reported to be working accurately.

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)

**N55044** is AOK, other than an inop stand-by vac. Please watch the fuel gauges – periodically they seem to be reading very incorrectly.

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.

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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, 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!

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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.



**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\\_AbIL\\_6Xvx0EZJNLggjr0](https://www.youtube.com/playlist?list=PLQCVVyDKYo3K_AbIL_6Xvx0EZJNLggjr0)

**Sporty's has created a terrific weather program for pilots.** If you haven't seen it yet, I highly encourage you to check it out.

**Course Details and Sample Video**

The course features a nice blend of big picture weather concepts, planning tools, in-cockpit strategies, and practical advice that pilots at all levels can use to make better and more informed decisions.

It's broken down into a series of manageable chapters, so you can work through the material at a pace that suits your schedule. Each section has quiz questions that test and reinforce your understanding of the concepts presented.

Best of all, it uses real-life scenarios with stunning in-cockpit HD video to explain weather concepts in a way that is more engaging and understandable than any other weather course we have seen.

**Course Details and Sample Video**

### **AC 91-78A – Electronic Flight Bag use**

This AC provides operational guidance to aircraft owners, operators, and pilots operating aircraft under Title 14 of the

Code of Federal Regulations (14 CFR) part 91 who want to replace required paper information and/or utilize hosted database and software applications as part of Electronic Flight Bag (EFB)



functionality. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to replace required paper information and/or utilize hosted database and software applications as part of EFB functionality. However, if you use the means described in the AC, you must follow it in all important respects. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.

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### "NAFI - Frozen On The Controls"

Topic: Analyzes a Frozen Student Event Using a Real-world Occurrence  
On Wednesday, March 20, 2024 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, March 21, 2024 00:00 GMT)

#### Select Number:

CE03127627

#### Description:

Flight training can be incredibly stressful for pilots, new and old. When a student is stressed, they may respond by becoming locked or frozen on the flight controls. A pilot, frozen on the flight controls, can be deadly if you don't do something about it quickly. The aviation community has lost too many people to freeze events.

In this session, we will take a deep dive into a dangerous freeze event using a real-world occurrence that happened while the presenter was instructing. We will review some tragic examples of the Freeze event that ended in fatal accidents. Most importantly, we will learn how to spot particular indicators of an impending freeze as well as what to do if you find yourself flying with a pilot who has locked their hands on the flight controls.

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

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### "Surviving After the Crash"

Topic: Pre and Post Flight Tips to Help Ensure Your Survival  
On Thursday, March 21, 2024 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:

EA13127601

#### Description:

Safely planning and completing every flight requires preparation. Survival techniques require the same careful forethought and planning. This webinar will illustrate the types of trauma and injuries associated with high impact crashes and how to treat them. Medical and survival kit necessities will be discussed, as well as strategies to consider after a remote forced landing.

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

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

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### "Lessons from a Performance Chart"

Topic: Learn how to use Published Aircraft Performance Charts.  
On Wednesday, March 27, 2024 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, March 28, 2024 00:00 GMT)

#### Select Number:

GL13127056

**Description:**

We often rush through performance calculations to ensure our aircraft is up to the mission. Join Catherine Cavagnaro from ACE Aerobatics School as she explains that these charts have so much more to teach us than that. We'll consider takeoff performance and weight and balance, and learn important considerations for safe flight.

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 2 - 1 Credit

**"ACONE Richard McSpadden GA Safety Course 2024"**

Topic: Engine Power-Loss Accidents: The Causes, and Your Role in Prevention and Mitigation. Accident Reviews. AOPA/FAA/NTSB Speakers. On Thursday, March 28, 2024 at 18:00 Eastern Daylight Time

Location:  
Boston Marriott Burlington  
One Burlington Mall Road  
Burlington, MA 01803

**Select Number:**  
FRGN127465

**Description:**

**Aero Club of the North East Hosting Richard McSpadden General Aviation Safety Course**

The Aero Club of New England's 34th annual in-person General Aviation safety evening will examine engine power-loss accidents, their causes, and your role in prevention and mitigation. Speakers will include FAA Regional Administrator, Colleen D'Alessandro; AOPA

President & CEO, Mark Baker; FAA FAAS Team Representative, Paul Diette; and NTSB former Vice Chairman, Bruce Landsberg.

6:00 PM – **Social Hour & Vendor Exhibits**

6:50 – **FAA Regional Update** – Colleen D'Alessandro, FAA New England Regional Administrator

7:00 **Honoring Richard McSpadden** – Mark Baker, President & CEO, Aircraft Owners and Pilots Association

7:15 **Review of Regional Accidents** – Paul S. Diette, FAA FAAS Team Rep

7:45 **Engine Power Loss Accidents: Causes and Prevention** – Paul S. Diette, ACONE Safety Programs Co-Chair

8:15 **GA Lessons from the NTSB, Mitigation** – Bruce Landsberg, Former Vice Chairman – NTSB

**Preregistration is required** at [ACONE.org/RMSC](https://acone.org/RMSC)

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

The sponsor for this seminar is: **Bradley FSDO EA63**

The FAA Safety Team (FAAS Team) 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 1 - 1 Credit  
Basic Knowledge 1 - 1 Credit



## Podcasts & Apps & Gadgets –



Our favorite aviation podcast, [“Opposing Bases Air Traffic Talk”](#) published a new episode with an odd title “Emphasized Arrivals, A Chiropractor’s Dream.” It isn’t clear precisely what they mean by this, but the real topic under discussion is staying sharp and always improving.

Search for “Opposing Bases March 2024 8/10” where you consume podcasts. If you are new to podcasts there’s an app on your phone. Don’t forget to browse past episodes that you may have missed.

## 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 of our two TSA signatories, [Laura Baldwin](#) (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](#) 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 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!!!

**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)

**YA MERCHANDISE!** Check out our two online “storefronts” for purchasing YA-logged 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!

**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) -

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](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!

### 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 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