

YALE AVIATION NEWSLETTER

May 2024

UPCOMING EVENTS

- **Fly the Whale BBQ and Tour**– Saturday May 18 at noon. Hosted by the CT 99s. Please register if you want to attend: <https://form.iotform.com/223615987730161>
- **Flyout** – Perhaps something close by for lunch? Or a trip to KBAF to check out the ridiculously bright tower signal lights?? Let Joel D’Angelo know if you are interested in flyouts! dangelojoel@gmail.com

PILOTS...

Welcome to new member **James Kachinski**:

I’ve been fascinated by aviation since I was 10 years old when I’d ride my bike to the local airstrip to watch airplanes. I earned my PPL right after high school and then decided to make flying my career about 10 years later. After some time instructing where I earned my Gold Seal CFI, I started a job with Expressjet. Years later, after flying the E145, I finally got hired at United on the 737. Now I’m First Officer on the 757 and 767, enjoying travel to Europe when I’m “at work.” Also, I’m building a Vans RV14 at home, just under the downwind pattern for HVN. I’m excited to join Yale Aviation and take my partner Lacy,



who works for the USCG, on some flights and trips around New England.



Congratulations to former YA member **ENS Maggie Piotrowski**.

And check out these two photos of former YA member and United Airlines first officer **Ben Baumgaertner**. What a difference 10 years can make! He writes, "I would not be the person or pilot I am today without the tutelage of Charlie Skelton. I am so thankful to him for my career today."



A Message from Goodspeed Airport

I'm writing a quick note to ask that we all try to blend a bit better in the community. The airport has been getting a lot of noise complaints from the residents up on the ridge to the east. There are many homes that are right on the downwind for Rnwy 14. If you line up on the 2nd electrical tower for your downwind, you're going right over some homes w/an MSL elevation of about 200'.

I'm not asking anyone to do anything unsafe. If you're comfortable doing so, please try to swing your downwind for landing 14 a bit more to the east. and I think that will help.

Also, please remember our ask to remain over the river as long as practicable to 1000' before turning. Always fly a left pattern!

If you can spread the word, that would be helpful. Any questions, please let me know. I know I'll make a more concerted effort when I run into visitors on the ramp.

Thanks,
Bill McEney
New England Airport Associates

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	lfaldwin@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

Prepare for your 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

6297J is grounded until further notice after significant metal was found in the oil filter and suction screen after its latest oil change. In addition, cracking was noted in the three cylinders NOT replaced last spring.

Remember:

- This aircraft has ADS-B 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 has an inop stand-by vac. The passenger-side sun visor broke and has been replaced. Please be gentle when adjusting the position of those visors! Also please watch the fuel gauges – periodically they seem to be reading very incorrectly. The AI has been noted to occasionally take some time to get fully upright and stable. Note any discrepancies on the clipboard!

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 of the electrical system. The efficiency and reliability of the spark is worth this operational change, however.

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, please do the VOR check any time you fly. We still need this check every 30 days in case there is a GPS outage when flying IFR. Do this for your fellow pilots!

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!
- Add a couple ounces of Camguard when you add a quart of oil!
- 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.

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_6Xvx0EZJNLgqjr0

De-Terrifying Stalls: How to get confident and comfortable with less lift

Thu, May 16, 2024 12:00 PM - 1:00 PM EDT

Does practicing stalls make you a little nervous? Do you tend to carry a little more speed on final because you're worried about getting too slow? Join us for this episode where we will get deep into stalls!

- When do stalls tend to happen?
- What some best practices in training for stall recovery?
- How can you best avoid unintentional stalls?
- How can reduce your worries about them?

Hosted by Chris Moser and Dan Justman

Questions can be forwarded to ftinitiative@aopa.org

WINGS credit available for viewing live broadcast

If you would like to review one of our previous webinars in this series, you can find the playlist by clicking one of the links below

https://www.youtube.com/playlist?list=PLQCVVyDKYo3K_AbIL_6Xvx0EZJNLgqjr0

or

https://aopa.org/training-and-safety/online-learning/webinar-gallery?playlistId=PLQCVVyDKYo3K_AbIL_6Xvx0EZJNLgqjr0

Homeschool Day: Aviation Engineering

MONDAY MAY 20, 10AM - 3PM at NEAM

Join us for a special day at the museum just for homeschoolers. Event includes hands-on activities, opportunities to meet retired aerospace engineers, open cockpits, and more!

"Reflective Analysis - An Amazing Tool for Educator and Pilot Improvement"

Topic: Master Educator Techniques for CFIs (and Pilots): 'Reflective Analysis!'

On Sunday, May 26, 2024 at 20:00 Eastern Daylight Time (17:00 PDT; 18:00 MDT; 19:00 CDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Monday, May 27, 2024 00:00 GMT)

Select Number:

EA23129572

Description:

[SAFE CFI-PRO™](#) supplies the "Missing Manual" of techniques from Master Instructors to accelerate the a new (or rusty) CFI from "Good to Great!"

"[Reflective Analysis](#)," is a technique that CFIs use in briefings and is available to every pilot for personal improvement and greater safety!

Humans are optimizers who tend to "normalize" skills that have resulted in success. But **some "success" results from *luck* that can "normalize" risk.** [Reflective analysis](#) is a valuable antidote to normalizing that improves the safety of every pilot when used regularly. (Add a "score" in your logbook for every 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:

Master Knowledge 2 - 1 Credit

[Click here to view the WINGS help page](#)

Join us for a special lecture given by Gary Powers Jr. on the Cold War and U2 Incident. Powers a Cold War historian and the son of Gary Powers, Sr. the U-2 pilot whose plane was shot down over the Soviet Union in 1960.

Save the Date: Gary Powers Jr.

Saturday, June 22nd, 10AM at NEAM

Podcasts & Apps & Gadgets –



Fritz having Fun!

And there's a youtube video: https://youtu.be/LzTYc_nreKg?si=uk-Esddk6ndCVu7M

Mike Goulian Aviation does a three-day Upset and Recovery Training series which affiliate member **Fritz Heidenreich** took last month. For more information on the school click [here](#).

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.

The good news is that this process can now be done mostly online using Tweed’s new SIDA badging application system! Applicants will be able to submit their badging applications, IDs/documentation, and testing materials conveniently online through a new platform on Veoci. This user-friendly system is designed to streamline the badging process, making it easier and more efficient for everyone involved.

To access the new online application portal, please click [here](#), then click on the red tab to start a new application. The next page will give you the option for a new badge or renewal. Follow the online instructions. You will need to upload 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.**

If you have any questions please fill out a Request for Help form [HERE](#), or reach out to one of our two TSA signatories, who will virtually sign your application once it is complete:

1. **Laura Baldwin** (203-517-5409, lfbaldwin@aol.com)
2. **Santo Galatioto** (203-710-2730, santoyale@gmail.com).

With the above completed, **Garrett Kimball** at the Badging Office (gkimball@avports.com or 203-466-8833 ext 1004) will need to take your fingerprints and photo. His office is located on the first floor of the arrivals terminal, and he is generally available T, W, Th 9:30am-3pm.

Once security receives a “pass” from the security threat assessment, ID badges can be issued.

New badges are \$75 (card payment only) and renewals BEFORE THE OLD CARD IS EXPIRED are \$50, 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 used for your application.

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 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. **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-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**



means we

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!!

Rebate Program which will receive cash back for

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.**



flight!

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

Redbird LD Sim at KMMK!

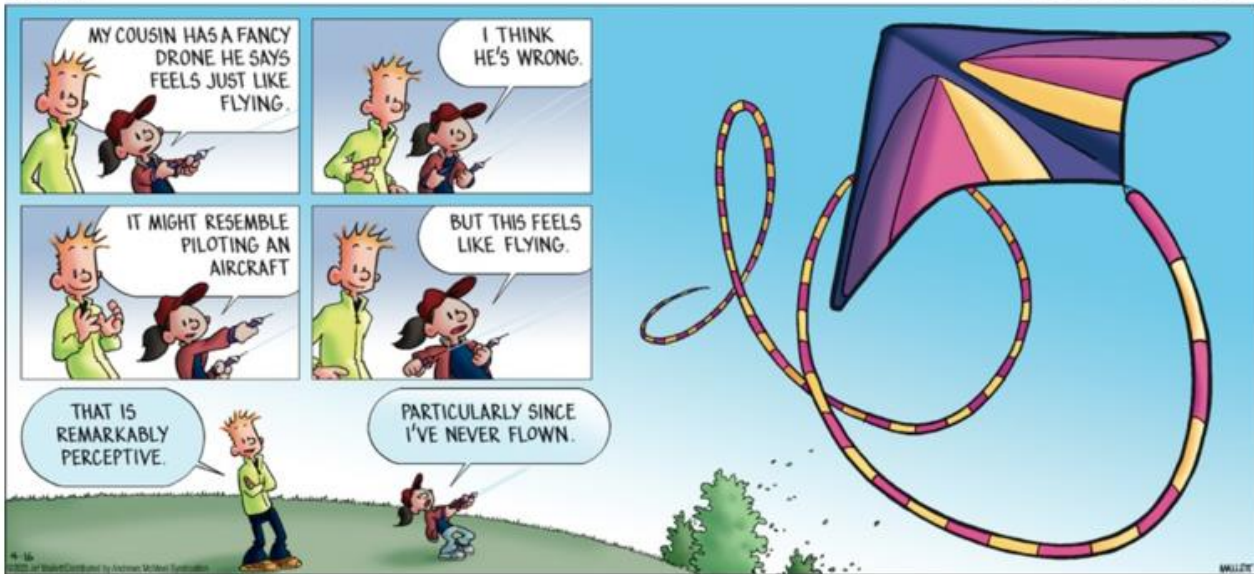
Fully loggable at \$80/hr.

Contact Meriden Aviation Center
203-648-4870 to schedule some
time.



FRAZZ

BY JEF MALLET



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