

# YALE AVIATION NEWSLETTER

July 2024

## UPCOMING EVENTS

- **Tweed ATC Open House** – Rescheduled to a future date.

**Yale Aviation Birthday Bash** – Celebrating 60 years of aviation education. There will be games, there will be a silent auction, there will be a toast to our long-standing Chief Pilot Col. Charles A. Skelton. **Official Invitation coming soon!** And please let us know if you have something neat you can donate for the auction, or if you would like to join Ty Kamp, Mark Donovan and Laura Baldwin on the Steering Committee!

## PILOTS...



Former member **Maggie Piotrowski** will be “classing up” this Friday, starting the NIFE (Naval Introductory Flight Evaluation) program phases 1 and 2, followed by three-ish months of primary training in order to fly the T-6 Texan. Congratulations to Maggie!

## **Summer SOPs:**

While N6297J is having its engine rebuilt, we have only one airplane available. For the convenience of everyone we ask that you please:

- **cancel in a timely fashion if your plans change**
- **make backup reservations**, since you never know if N55044 will come free at the last minute!

Backup reservations are made in Flight Circle by making the reservation *for the hours you wish*. If there is a conflict, FC will prompt you to make a backup reservation. If you agree, FC will then notify you by email if your reservation time comes free.

If you need to cancel your reservation, please try to call the person that has a backup reservation. Their phone number can be seen if you hover over their reservation.

With only one airplane over this summer, we will need everyone to be conscientious about their use of our limited resource. **Thanks for your cooperation!**



**Josh Snow** gave an excellent presentation on his time at the Air Force Academy, particularly his time flying and teaching in gliders there. Josh and his son Trevor find themselves soaring at Windham Airport with CT Soaring where you can try it out ([www.ctsoaring.org/rides](http://www.ctsoaring.org/rides)) or just admire the skills of these airmen. Or you can check out the Soaring Society of America at [www.ssa.org](http://www.ssa.org).



## How to Give it a Try

SSA Fast Program

\$139

- 30 Min Ground Instruction
- 30 Min Introductory Flight
- 'Everybody's 1st Gliding Book'
- Glider Pilot Logbook
- 3 Months SSA Membership
- Including 3 Months of Soaring Magazine

PURCHASE NOW

<https://www.ssa.org/fast-program/>

<https://www.ctsoaring.org/rides>

### **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

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**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

**N6297J** 's engine is being rebuilt at Penn Yan in New York, and we are taking this opportunity to deal with a few other items difficult to address unless the engine is out, such as the engine mount.

### 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](https://www.youtube.com/watch?v=U_yWDBfptCc)

**N55044** 's overhead vents are not functioning due to a cracked juncture at the venting in the tail. The left fuel tank is reading a consistent 5 gallons higher than actual, although it is accurate at empty (we are working on a repair to the sender). In addition, the tow bar is broken, so you will not find it in the airplane until we locate a replacement.

***Please be sure to be careful with landings – remember you can always go around!***

N55044 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** - 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](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=PLQCVV\\_yDKYo3K\\_AbIL\\_6XvxoEZJNLgqjr0](https://www.youtube.com/playlist?list=PLQCVV_yDKYo3K_AbIL_6XvxoEZJNLgqjr0)

**"IMC/VMC Club Meeting to discuss IMC/VMC scenarios based on actual member experiences"**  
**On Tuesday July 16, 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)

Description:

Designed for both IFR and VFR Pilots interested in becoming Instrument Rated.

Based on in-flight experiences of IFR and VFR Pilots in varying weather conditions, from hard IFR to MVFR.

Includes numerous IMC/VMC flight experiences collected by the Experimental Aircraft Association.

Regular monthly webinar/zoom meetings will be conducted in conformance to with Federal and State health requirements.

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

The FAA Safety Team (FAASafetyTeam) 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.

Thank you for using <https://www.FAASafety.gov>.

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**Unaffordable/Unavailable | Qualifies for FAA WINGS and AMT credit**

**WEDNESDAY, AUGUST 7, 2024, 7 P.M.**

**CDT**

Presenter: Mike Busch

As our aircraft get older, repair parts are becoming problematic. Sometimes parts are available but breathtakingly expensive. Other times, they are simply unavailable. How can we

keep our aircraft flying? In this webinar, Mike Busch A&P/IA discusses two real-life cases, one involving a client's Cessna 182 and another involving his own Cessna 310, demonstrating how such problems can be overcome with persistence, ingenuity, and research. Qualifies for FAA WINGS and AMT credit.

[Register](#)

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**Balancing Act: Loading Your Airplane Safely | Qualifies for FAA WINGS Credit**  
**WEDNESDAY, AUGUST 28, 2024, 7 P.M.**

**CDT**

Presenter: Catherine Cavagnaro

In this webinar, we'll discuss the fundamentals of weight and balance computations and see how small changes can have large safety implications. All pilots are required to perform a weight and balance calculation before each flight. FAA CFI and DPE Catherine Cavagnaro discusses why this is so important, highlighting effects varying weight has on aircraft performance and how loading shifts CG position and changes handling characteristics. Qualifies for FAA WINGS credit.

[Register](#)

#### Podcasts & Apps & Gadgets –

**Pilot Workshops** does an excellent job of pulling together great video with accurate and well thought-out content. Check out this video on Losing an Engine from their Real World VFR series: <https://pilotworkshop.com/rwvfr-lose-engine->

[tip/?utm\\_source=tip&utm\\_medium=video&utm\\_term=05-10-2023&utm\\_content&utm\\_campaign=tip&ad=tip-engine-loss](https://pilotworkshop.com/rwvfr-lose-engine-tip/?utm_source=tip&utm_medium=video&utm_term=05-10-2023&utm_content&utm_campaign=tip&ad=tip-engine-loss)



## 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).

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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.

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](mailto:lfbaldwin@aol.com))
2. **Santo Galatioto** (203-710-2730, [santoyale@gmail.com](mailto:santoyale@gmail.com)).

With the above completed, **Garrett Kimball** at the Badging Office ([gkimball@avports.com](mailto: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](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)

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

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We take part in **Sporty's Flying Club Rebate Program** which means we will receive cash back for our club on all your purchases from Sporty's. Every time you make a regular purchase – either online, at 800.SPORTYS, or in their store – we will receive a 5% cash rebate, using your email to link these purchases to our club.

Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to [sportys.com](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.**

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### **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!

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### **Redbird LD Sim at KMMK!**

Fully loggable at \$80/hr.

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





"No doubt about it, Bob ... You're infected with tiny fighter planes. What's worse ... you're a carrier."

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