

YALE AVIATION NEWSLETTER

August 2024

UPCOMING EVENTS

- **NEAM Open Cockpit Day** – Saturday Aug 24, 10 am to 3 pm.
- **Tweed ATC Open House** – Rescheduled to a future date.

Yale Aviation 60th Birthday Bash, Friday September 13, 6:30 pm

Celebrating 60 years of aviation education.

There will be games, there will be a silent auction, there will be a toast to our esteemed Chief Pilot Col. Charles A. Skelton.

Silent Auction items include:

- * Two round-trip passes on Avelo for 2
- * Afternoon cruise for 8 hosted by YA member Auguste Fortin
- * Flight in a Cirrus 22T (see Fritz Heidenreich's article below on aircraft ownership)
- * Original WWII Covinex leather flight suit
- * Basket of homemade bagels care of YA president Paul McGhee
- * and more!



Food and drinks provided by the [Big Green Truck](#) featuring wood-fired brick-oven pizza.

The official invitation has been sent – friends and family welcome, BUT YOU MUST RSVP VIA THE INVITE!!!

And please let us know if you have something neat you can add for the auction, or if you wish to make a cash donation, including via our PayPal account [HERE](#).

PILOTS...

Welcome new members: **Andrew Gwiazda**

I grew up in New Haven and currently reside in Branford. I have been married to my wife Laurie for 21 years. I have 2 children, my son Devin is 18 and my daughter Olivia is 15. I started my flight training at Robinson Aviation in 1999. I am currently a B737 Captain at United Airlines based out of Newark. I am very excited about getting back into General Aviation and look forward to mentoring the next generation of Aviators.

and **Dave Schulte**

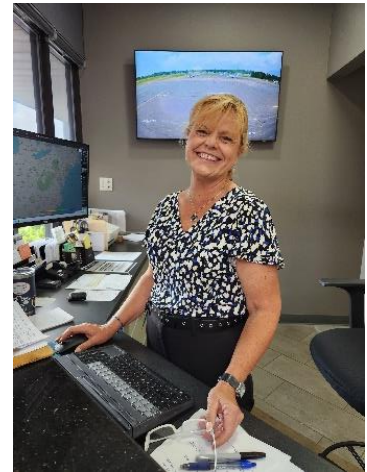
I am currently a pilot at Delta Air Lines and live near New Haven. I hold ATP, Commercial Pilot, CFI/CFII (although CFI/CFII is out of date) as well as an A&P license. I am looking forward to taking wife to see New England by air.



YA Member and CFI-I **Laura Baldwin** is a FAASTeam Representative as of August.

Please welcome **Barb Wicks**, Customer Service Manager, to Robinson's front desk:

I'm still learning about all of the aspects of the position, but my major focus is being part of a cohesive team that provides our customers with the best experience possible. Prior to my "launch" into aviation with Volo Aviation in 2019, which was acquired by Atlantic Aviation in March 2020, I owned and operated a property maintenance company for 20 years in Newtown, CT. I'm a docent and volunteer whenever possible at Connecticut's Beardsley Zoo. Their contribution to conservation is both important and impressive. In April 2024, I was recognized in the Aviation International News (AIN) FBO Survey as a Customer Service Representative that has gone above and beyond. I enjoy what I do and I guess it shows!



Congratulations, David Willmore

David began his training with a Utah-based regional carrier at the end of July. Yale Aviation is losing a fine CFI-I but commercial aviation is gaining an excellent pilot!



A Serious(Cirrus) Life for Me

Fritz Heidenreich

I started my aviation journey in the middle of Covid, April 2021. My commute was reduced to the 3 seconds it took to get from my bed to my desk. I had plenty of extra time to pursue a dream I had envisioned since I was young: to learn to fly. And so the journey began.

In doing some research, I discovered that buying a plane really wasn't that expensive, about the price of a new 21 foot Boston Whaler. The difference between the flying and floating versions would be that the flying version is about 50 years old. That said, I was excited to tell my wife my plans. It did not go as I had hoped. "You want to fly around in a plane as old as you are?", she exclaimed. I was 50 at the time and she didn't understand how a plane the same age as me was just as flyable as a new one. I knew my future flying days would be limited unless I came up with a plan that she was comfortable with. So I started doing research into what planes were the safest, what pilots were safest and what would be the best solution to my newfound interest.

That brought me first to the realization that I would need to get my instrument rating. According to industry statistics, inadvertent flight into IMC is the worst weather-related cause of accidents each year. I was not about to become a statistic.

The second big decision that I made was to buy a Cirrus SR22T. Besides being FIKI (Flight Into Known Icing) equipped, it is also able to fly up to 25,000 ft (helpful in some scenarios to avoid bad weather). Another compelling safety-related feature is the Cirrus Airframe Parachute System (CAPS). It's a ballistic parachute recovery system consisting of a large parachute attached to the airframe and a rocket that deploys it. The rocket ensures that the parachute can deploy successfully even if the aircraft is inverted, spinning, or at a high altitude. As of March 16, 2024, it's been deployed 129 times saving 265 lives ([COPA CAPS Event History](#)). Additionally, their network of service and training centers across the US (and the globe) gave me comfort that I was going to be part of a very reputable and well-run organization.

My wife capitulated and the plane was ordered. Delivery was not for another 17 months so I had plenty of time to get my pilot's license and my instrument rating. How hard could that be? You probably know what it takes to get your pilot's license since you are reading this in the Yale Aviation Newsletter. I got mine in August 2022 and immediately started instrument training with Laura Baldwin and David Willmore. I was not the most studious person in college and instrument training would prove to be the hardest thing I ever studied for. With patience from my instructors and dedication to training, I passed my checkride in May 2023. With my plane being delivered just two months later, it was time for transition training, which I did with Performance Flight at KHPN.

With safety as my primary focus, I decided to purchase a flight simulator which I have set up at my office. It's specific to the Cirrus SR series and has been a tremendous help with buttonology and procedures. Or as my wife affectionately refers to it, "going to the office to play a computer game".



Flight simulator at my office

Delivery day was a big deal, Cirrus really knows how to put on a show! I stayed in Knoxville for 3 days of training which is included in the price and even applies if you purchased a used Cirrus from a previous owner.

The learning curve had been pretty steep but now it almost felt like standing at the bottom of a cliff. There is a deep sense of comfort flying the Yale Aviation Club planes. The planes are really well-maintained, and besides the preflight and fuel levels check you are good to go. Now I own my own plane and the buck stops with me. Updates to the avionics, checking AD's, maintaining the log books, tracking oil usage, performing a myriad of tasks like checking tire pressure, tightening cowl screws, running the FIKI system regularly and negotiating insurance all fall on me. Because the plane is under warranty there is also a mandatory oil change every 4 months and the closest maintenance shop is KDXR.

So the big question is, is it worth it? Absolutely. But, you have to be willing to put the time and effort into the responsibility of ownership. You may feel a little frustrated if the club plane isn't available when you need one, but the effort required to own a plane far outweighs that inconvenience. For example, I spend a tremendous amount of time just "managing" the plane. I would suggest that you consider what your mission is and how much flying you plan to do per year. I probably spend 50 hours per year on the management piece so I would not want to own a plane if I was only flying 50 hours per year.

Oh, and one more thing, which I was not aware of. Figure out where you are going to park your plane. Just like boat slips, hangar and ramp parking is not easy to come by. At least with a boat you can trailer it home!

If you are thinking of buying a plane, please feel free to reach out with any questions. Ownership has certainly added joy and value to my life in many expected, and unexpected ways.



My plane hangered at KHVN

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!**

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

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

From our President, Paul McGhee:

Every 50 tach hours we change each airplane's engine oil and the oil filter. Sometimes this is done by the mechanic when the plane is in the shop for an annual or 100-hour inspection. It's just convenient. But since we fly a total of about 200 hours per airplane per year, that leaves about 4 oil changes that we do ourselves.

We don't have to change the oil ourselves; the maintenance shop is happy to do it—for around \$400. Instead, our "Master of Maintenance", Dan MacDonald, saves us over \$1000 per year by performing this dirty, thankless task himself.

If you've ever changed your car's oil, the process is similar. The old oil is drained, the very automotive-like filter is replaced with a new one, and fresh oil is added.

There are two major differences between changing a car's oil compared to what Dan must do for our airplanes. First, the new oil filter must be safety-wired to the engine block by twisting steel wire into a braid and attaching the wire to the engine and the filter. This prevents the filter from vibrating loose and allowing the oil to escape.

Second, the old oil filter is cut open so that the paper element inside can be pulled out and inspected. If the engine is "making metal," tiny flecks can be seen on the paper. This is what happened earlier this year on 6297J when Dan found metallic pieces inside the oil filter of sufficient quantity to prompt us to have the engine rebuilt. A couple of tiny bits is not a cause for concern, but 97J's filter was full of metal confetti.

Periodically, we send a sample of the old oil off to a laboratory that detects particles of metal too small to be visible on the filter element. The presence of microscopic pieces of metal provides us with an early warning of problems to come. The laboratory oil analysis lets us run our engines right up to—even past—TBO without worry.



Changing the oil at 50-hour intervals not only prolongs our engines' lives, it provides an inspection opportunity that protects us from catastrophic failure. ***The next time you see Dan MacDonald, thank him for what he does for all of us!***

N6297J – The engine overhaul is going well and is expected to be complete by the end of September, along with our overhauled propeller and refurbished engine mount. We expect to begin the engine break-in period by mid-October.

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 's left fuel tank gauge is reading a consistent 5 gallons higher than actual, although it is accurate at empty (we are working on a repair to the sender).

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 always hit the “update” softkey on the GTN650 unit to be sure that the databases are continuously 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.

AVIATION EDUCATION & NEWS



Skillfull.com runs a number of excellent webinars and videos that are WINGs approved. Check out this free course on **Maintenance for Aging Aircraft**
<https://skillfull.com/Course/6naaaaab>

AOPA Rusty Pilot Series

Go here to find recordings of all the recordings of past webinars in the Don’t Get Rusty Series:
https://aopa.org/training-and-safety/online-learning/webinar-gallery?playlistId=PLQCVVyDKYo3K_AbIL_6XvxOE_ZJNLgqirO

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

Presenter: Catherine Cavagnaro

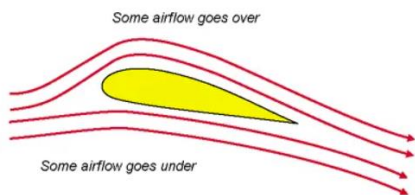
In this webinar, we'll discuss the fundamentals of weight and balance computations and see how small changes can have large safety implications. All pilots are required to perform a weight and

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 –

Aerodynamics



<https://www.youtube.com/watch?v=aa2kBZAoXg0> Youtube is a wonderful thing, if well curated. Check out this video explaining how an airplane REALLY flies! (The key is turning the flow!!)

Confused? Try this video from Rod Machado:

<https://www.youtube.com/watch?v=ObEM46KPuiw>

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.

While Tweed's new online badging system on Veoci is working out some kinks, we will continue using paper badge applications. Contact one of the signatories below for an application. You will need 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.**

Once your application is complete, contact one of our signatories below for their signature:

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

With the above completed and signed, head to see **Garrett Kimball** at the Badging Office (gkimball@avports.com or 203-466-8833 ext 1004), who 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-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 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 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!

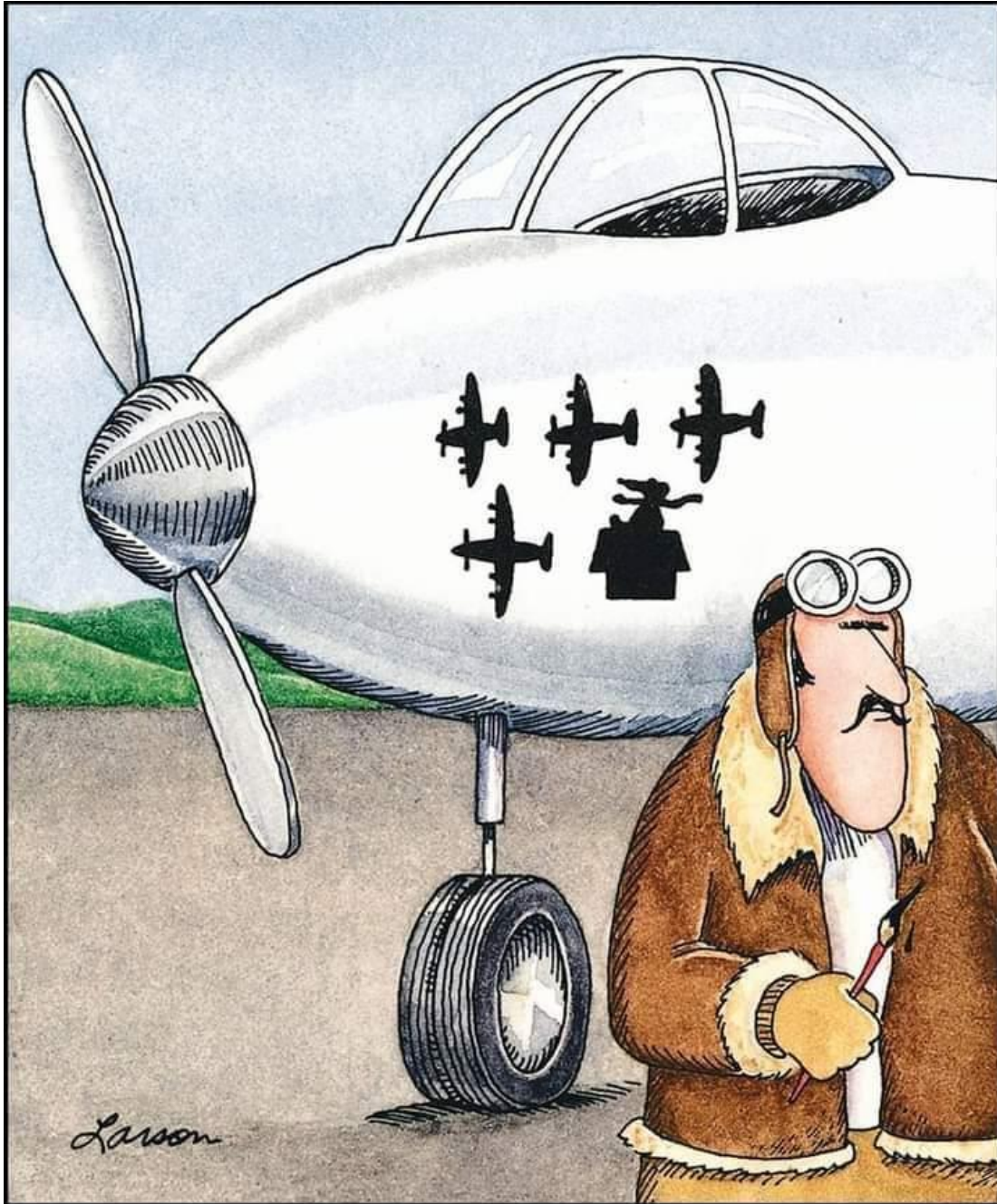
The folks at 3Wing Aviation at KBDR have a **Precision Flight Control** flight simulator available for use that is qualified to log approaches and conduct training. It is open to both 3Wing members and the public. Rates are \$99 per hour for non-Club members (instruction is extra), and time can be scheduled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