

YALE AVIATION NEWSLETTER

October 2024

UPCOMING EVENTS

- **Annual Meeting of Yale Aviation, Inc** – Saturday, November 2, 9 am. Details, slate and agenda to follow later this week!
- **Wash & Wax** – Saturday, Nov 2 after the Annual Meeting. Come help us make our airplanes beautiful, and admire the newly reassembled N6297J. There will be food, including homemade bagels from our President, Paul McGhee.

PILOTS...



Welcome to new member **Lauren Tyler**:

Lauren is an independent board director who sits on multiple boards (Guardian Life, World Wildlife Fund, Yale Cancer Center to name a few) as a Qualified Financial Expert after more than 20 years as an investment banker and private equity investor. She earned her BA from Yale in the 80's and MBA from Harvard. She lives in Stamford and has five grown children. Lauren soloed in Tuskegee, Alabama, and earned her private pilot certificate while an undergraduate at Yale. She recently retired from JPMorgan and is looking to get current and enjoy flying in the Northeast.

From our President, Paul McGhee:

As you all know, we've had to deal with some unexpected maintenance expenses over the summer, including an engine overhaul for 6297J.

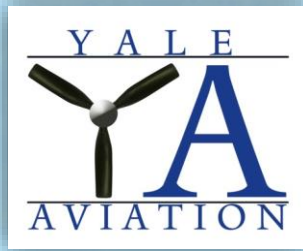
If not for the effort of our fundraising team and the generosity of our members and friends who generated an astounding \$65,000 in donations in celebration of our 60th anniversary, we would have struggled. We



trust this is behind us now, and with our increased dues and hourly rates, that we will stay ahead of maintenance costs that have risen not just for us but across the board in aviation.

Please join us for the **Annual Meeting** (and Wash & Wax) **on November 2nd**. You can have one of my homemade bagels, and you can vote for your board and officers. We always appreciate feedback, suggestions, complaints and, of course, praise. I hope to see you then.





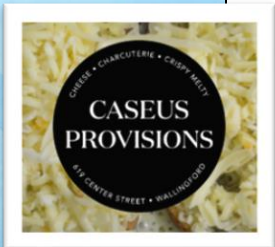
THANK-YOU
to the members, friends and
organizations that made
our 60th Birthday Fundraiser
a success:



**J. Neal Blue
Fred W. Smith
Joshua Snow**



- Paul McGhee Dan Macdonald
- Jake White Akihiro Hashimoto
- Paul Cleary Murat Gunel
- Chris Buckley in memory of William F. Buckley
- Shep Stone Elliot Sander
- Mark Donovan Auguste Fortin
- Keith Mitzelfelt Mike Quiello
- John Sullivan Kevin Behar
- Hank Galpin Justin Morano



**Sam Magrum
James Kachinski
Santo Galatioto**



Giving Back I Got Even More in Return

Fritz Heidenreich

Patient Airlift Services (PALS) provides free medical flights to people who need access to medical care/treatment that may be too far away to get to by car. I heard about them a couple of years ago on an episode of the Opposing Bases Podcast (which I highly recommend). I decided back then that I would become a volunteer pilot when I had the required minimum hours (350 for single engine) and my IFR rating (also required). It was a great opportunity to give back and use my newly acquired piloting skills.

PALS is a nonprofit and I was really impressed with how organized they are. From onboarding and training to assigning a co-pilot for my first flight to make sure everything went smoothly. I even got an official badge and polo shirt to wear on my flights to help me be identified when I pick up passengers.



A letter I received from a passenger. I flew him and his father home after the surgery.

My first flight was on May 20th, and I was planning to do one about every month. Well never mind that, I've done 8 flights so far and I'm loving it. I've met so many great people and heard their stories and been amazed by their courage and fortitude. They are so grateful to PALS and the volunteers.

I expected to feel good about helping others, but I am affected far beyond what I had ever anticipated. Flying all these missions has made me a much better pilot! I realized I had been doing easy flights prior to

this: A to B back to A, fuel topped off with tons to spare with maybe a passenger or two and no baggage. Potential for bad weather? I would probably cancel the flight.

This is a whole other world. These passengers are depending on you to get to or from their doctor appointments. They bring along a companion and baggage. Flights are A to B, B to C and C back to A. Analyzing weather has become crucial as my personal minimums are tested (not exceeded). W&B and fuel requirements are now factored down to the pound (with proper safety limits of course). Lots of new airports and procedures to learn and follow.

To be clear, I have every right as PIC to cancel the flight for any reason. The patient must always have a backup plan for this reason.

I'm loving this new challenge and I would encourage you all to join. Please reach out if you have any questions or even want to join one of my flights, W&B permitting of course :)

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
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



Santo Galatioto shows off the new decal on N55044

N6297J – The engine is back and installed. We are now waiting for a the final parts before doing the first break-in flight. We have a new starter, new alternator, new exhaust assembly, refurbished engine mount and overhauled propellor, and we are waiting for a refurbished altimeter and new shroud. The annual has been done and several squawks repaired.



Remember that once this airplane is back online, we will have a special protocol for the first 25 hours or so, which will include taking note of the engine oil amount before flight and CHTs during flight. Look out for a notice posted in the airplane on those procedures!



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 is back from its 100hr/annual. Its tow bar has been repaired and will be repainted before returning to the baggage compartment brackets. The left fuel gauge continues to read 5 gallons too high [but who trusts fuel gauges??]

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.

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

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, and be sure to mark this down on the clipboard.
- ALL instruments turned off when manipulating the Master switch – ***particularly important for doing the hot mag check at shut-down***, since an unexpected electrical surge could fry delicate avionics equipment left on.
- **CAREFUL WITH THE BRAKES, ESPECIALLY THE RIGHT RUDDER TOE-BRAKE!!** We are seeing “flat spots” often seen on the tires of both airplanes, in particular the right tire. This is most commonly caused by *landing while holding the brakes* or braking too hard to make the first turn off the runway. OR possibly pilots are holding the right toe-brake a bit as they start their takeoff roll. ***Heels on the floor, and no toes on the brakes!!***
- **TAKE OUT THE TRASH!** Please be sure any spare paper, charts, etc are removed after your flight.
- **Gust lock is in position, window closed, aircraft locked (both baggage compartment AND door), COVER ON!** Due to construction at the airport, **please use the airplane covers always**, unless you SEE another member using the airplane after you.



- **Tie down airplanes securely, with proper knots, taut lines, and no spare length of rope that can whip around in the wind.** Please ask if you need a demo or some practice in this vital area of airplane security.

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

Notices to our aviators – Maintenance Squawks:

Dan Macdonald (cell: 203-788-6320) is the primary point of contact for airplane maintenance issues. A Maintenance Committee has been formed that consists of **Dan, Joel D’Angelo, Akihiro Hashimoto** and **Jake White**, who will work together to resolve issues with the airplanes. **Please text Dan if you note something amiss – no discrepancy is too small!**

If you note a discrepancy with one of our aircraft please be sure to complete this **three-step process**:

1. **Enter it on paper in the aircraft**, making a short note or comment. You can include more detail on FC.
2. **Enter it in Flight Circle**: Manage > Aircraft > Squawks > Create Discrepancy **OR** when checking in a flight ... go to the schedule, click on the reservation, Check in > Squawks tab > New Squawk.
3. **Notify Dan Macdonald** by text or phone call.



A few tips/reminders for using Flight Circle, our online scheduling and billing system:

- If the Hobbs number is changing, **PLEASE use the number it is changing to** in your calculations. More flight time in your logbook! This is a club policy – ANY part of a number showing means that number should be used!
- If your preferred time-slot is not available, we encourage you to make a **BACKUP reservation** instead of a PRIMARY one – there is a pull-down menu for “Reservation Type” to change this selection. You will get an email or text notification if your reserved time comes free.
- Dispatch your flight **before/during the pre-flight**, and check it back in upon returning. Once checked in, your reservation will be grayed out, which will allow other members to reserve the airplane, **even if you reserved the airplane for more time.**

Auto-Schedule monthly payments on your account for your convenience and ours!

If you have any questions or problems, please contact our Billing Officer **Josh Snow**, Joshua.r.snow@medtronic.com or call/text him at 203-804-4845. You can also contact **Laura Baldwin** secretary@yaleaviation.org or **Paul McGhee** president@yaleaviation.org.

AVIATION EDUCATION & NEWS

AOPA’s rebranded their monthly education program. It is now called **What’s Up?!**

Check out their latest video: [Do Two Wrongs Make a Right? Using Error-Based Learning to Gain Mastery of Your Flying](#)

And find all the recordings of past webinars in the series here: https://aopa.org/training-and-safety/online-learning/webinar-gallery?playlistId=PLQCVVyDKYo3K_AbLL_6Xvxoe_ZJNLgqjr0

From S.A.F.E. (Society of Aviation Flight Educators):

"Full Control Maneuvering" is the antidote to **Loss of Control** - the #1 cause of fatal accidents. A full page of free resources from this important learning is archived **on the SAFEblog HERE.**

The **SAFE Extended Envelope Training Syllabus** allows any pilot to expand their confidence and skills at your local airfield in a familiar airplane (with a qualified CFI). This is "Old School" maneuvering that will sharpen your skills and make you safer. **Extended Envelope**

Training is a great segue into Upset Prevention and Recovery Course (UPRT).

Check out this video:

<https://www.youtube.com/watch?v=Il5hZd7K5js>

And **register for their next webinar** on **October 27th** which will feature these actual maneuvers in flight.

"Next on SocialFlight Live! - Hartzell Propeller CEO JJ Frigge - Tue Oct 15th 8pm ET" will begin on Tue, Oct 15, 2024 8:00 PM - 9:00 PM EDT. Register for this and other events at <https://www.socialflight.com/events/type/online-event.html>

Podcasts & Apps & Gadgets –



Be sure to check out this informative video on what is occurring during engine breakin:

Mike Busch on Engine Break-In Process -

<https://www.youtube.com/watch?v=kTvlatiBUU8>

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, lfbaldwin@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-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) 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

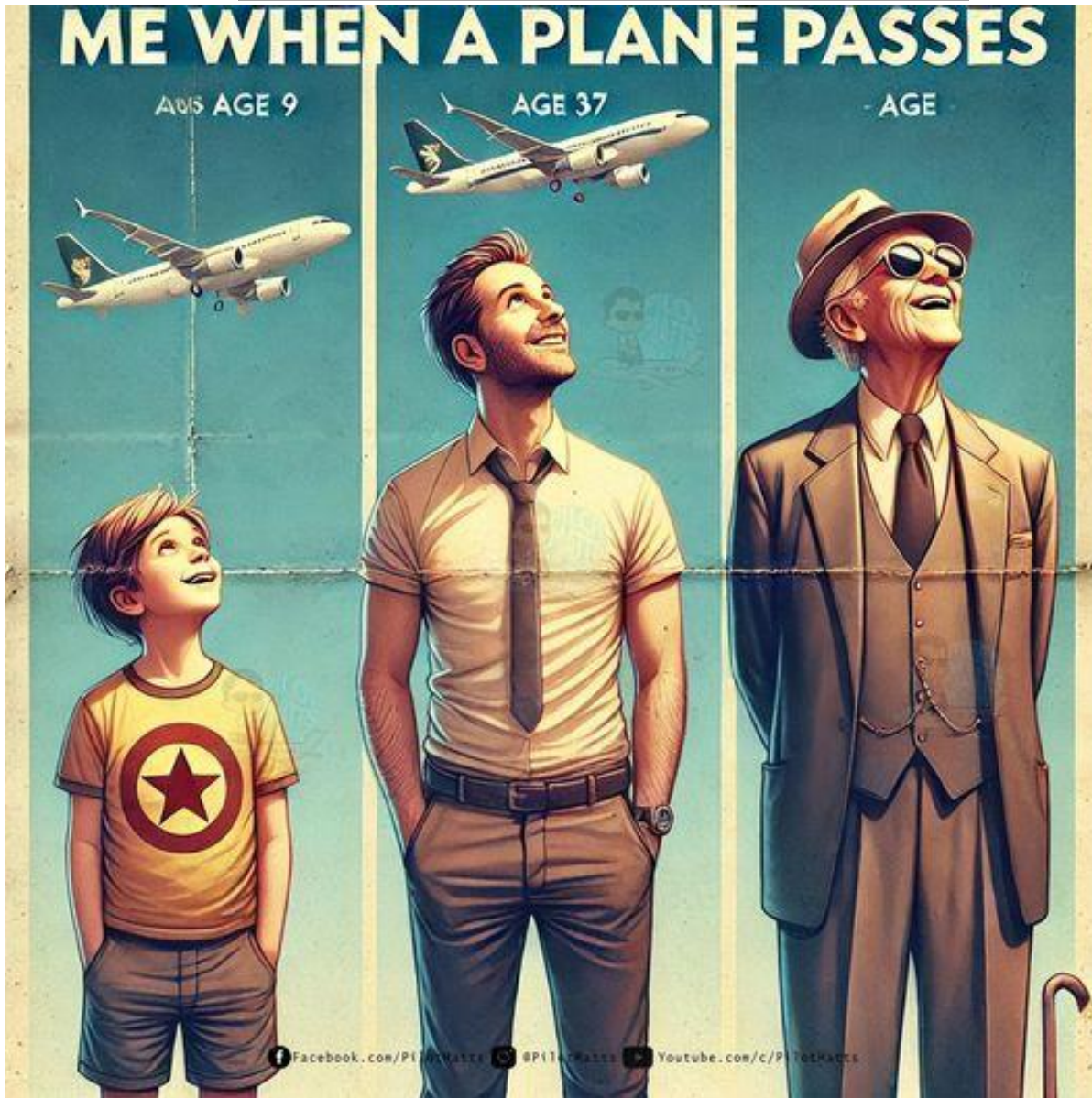
the setup – **Laura Baldwin** (lfbaldwin@aol.com) is such an instructor, qualified with 3Wing. Let her know if you have any questions or want to schedule a flight!

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