

# YALE AVIATION NEWSLETTER

February 2025

## UPCOMING EVENTS

- **March 1, 11 am** – Prof. Veronica Cote of Bridgewater College will present a seminar on aviation weather: **Cloudy with a Chance of Knowledge**. This will incorporate a bit of wind, clouds and weather theory, and include some cool weather products such as skew-T diagrams to enhance weather theory understanding. Seminar will be hybrid (in-person and webinar) and take place at the HVNAC flight school classroom with limited space (20 seats), so register soon at [https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=135152](https://www.faasafety.gov/SPANS/event_details.aspx?eid=135152) .
- **Saturday April 26** – Wash & Wax
- **Brunch Flyout** - TBD
- **May** – Rusty Pilot Discussion => WINGs Topic of the Quarter (Take-offs, Landings and Go-Arounds)
- **99's International Conference** – This year this annual conference will be in our backyard, Burlington, VT, from July 9-13, at the Hotel Champlain. Click [HERE](#) more information.

## PILOTS...



### Bagels & Scenario – Sunday Feb 2

Twelve members joined us on Sunday morning to discuss what we might do if we lost our HSI guidance on an IFR flight plan into the Portland Oregon area. Bottom line? Know where YOUR airplane's autopilot guidance comes from! Thanks once again for fabulous bagels from the kitchen of President **Paul McGhee**.

**Will you join us next time???**

---

**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
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

---

**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

**Winter Flying:** Winter is coming! 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!

**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!*

---

**N6297J** has been released from its break-in protocols! Please continue to watch CHT (cylinder head temperatures) using cylinder #4. It has the most accurate probe at the moment. Also, the headlight connections are loose. This results in flickering when adding power. Consider using the RECOG lights (switch in next to the Avionics Main on the left lower side of the panel), which are quite powerful especially at night.

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. The key 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 (or opened) 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 currently in its 100 hr/annual. The trim is unusually stiff – we are working on a solution.

The left fuel gauge continues to read 5 gallons too high and the low vac annunciator is now marked INOP, although we believe this may be a light too dim to see in daylight.

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](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**

**Sporty’s acquires PilotWorkshops**

Continuing on our successful partnership, we decided to seize a great opportunity and merge our companies in order to take it to the next level. Effective February 1, Sporty’s acquired PilotWorkshops with a commitment to continue our brand and invest in our future. This gives us more resources, a bigger network, and the power of an industry leader to propel us to the next level.

**Sporty’s declares February IFR month.** Check out their free [online educational materials](#).

**"What's Up!? Know. Learn. Fly. Series"**

Thu, Feb 20, 2025 12:00 PM - 1:00 PM EST

Have you ever worried about getting caught in wake turbulence or what you would do if you got into an unusual attitude while flying? Join us for this episode on aerobatic basics and how it can improve your flying. Topics will include:

- How to get started in aerobatic training

-“Inside” secrets and knowledge about aerobatic competitions from an experienced contender!

-Practical tips you can take from upset recovery training that will make you a safer and more proficient pilot

Hosted by Chris Moser and Dan Justman  
Special Guest: Faith Drewry

Register to join this webinar by emailing [ftinitiative@aopa.org](mailto:ftinitiative@aopa.org)

**Stick and Rudder Flying Skills | Qualifies for FAA WINGS credit**

**WEDNESDAY, FEBRUARY 26, 2025, 7 P.M. CST**

Presenter: Gordon Penner

Stick and rudder skills are the foundation for safe flying. Gordon Penner, a master CFI in aerobatics and gliders, will explain the concepts of controlling an airplane in the stick and rudder fashion that promotes safe flying fundamentals. Gordon will highlight modern techniques and principles outlined by Wolfgang Langewiesche in his famous book, *Stick and Rudder: An*

*Explanation of the Art of Flying.* Qualifies for FAA WINGS credit.

[Register](#)

**Engine Temps Gone Wild? | Qualifies for FAA WINGS and AMT credit**

**WEDNESDAY, MARCH 5, 2025, 7 P.M. CST**

Presenter: Mike Busch

Last month's webinar by Mike Busch, A&P/IA, discussed the importance of using digital engine monitor data in troubleshooting powerplant issues. But there are times when engine monitors lie and provide bogus information, and

it's very important to distinguish such anomalous readings from true engine problems. In this webinar, Mike describes an incident involving a Cessna 182 whose sophisticated engine monitor started reporting pretty scary CHTs and EGTs, and how this was identified as an indication error that was easily cured by the aircraft owner himself. *Qualifies for FAA WINGS and AMT credit.*

[Register](#)



#### Podcasts & Apps & Gadgets –

##### Say Intentions AI training for talking on the radio

Have you ever felt overwhelmed trying to talk to Air Traffic Control (ATC) while learning to fly? I've been there, and I get it—it's like learning a new language while juggling everything else in the cockpit. That's why I'm so excited to introduce you to [Say Intentions AI](#): your personal ATC trainer that works with your flight simulator. Check out their video:

<https://www.youtube.com/watch?v=Fn8MFWAs6f4>

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

With the above completed and signed, head to see **Garrett Kimball** at the Badging Office ([gkimball@avports.com](mailto: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](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-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 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!



directly to you,



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.**



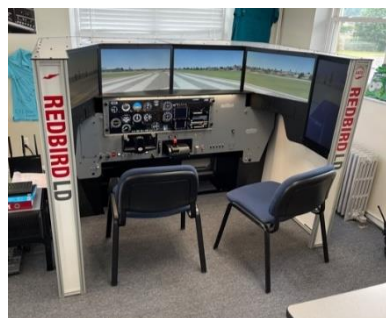
### **Loggable AATD Simulator Installed at 3Wing Aviation!**

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.

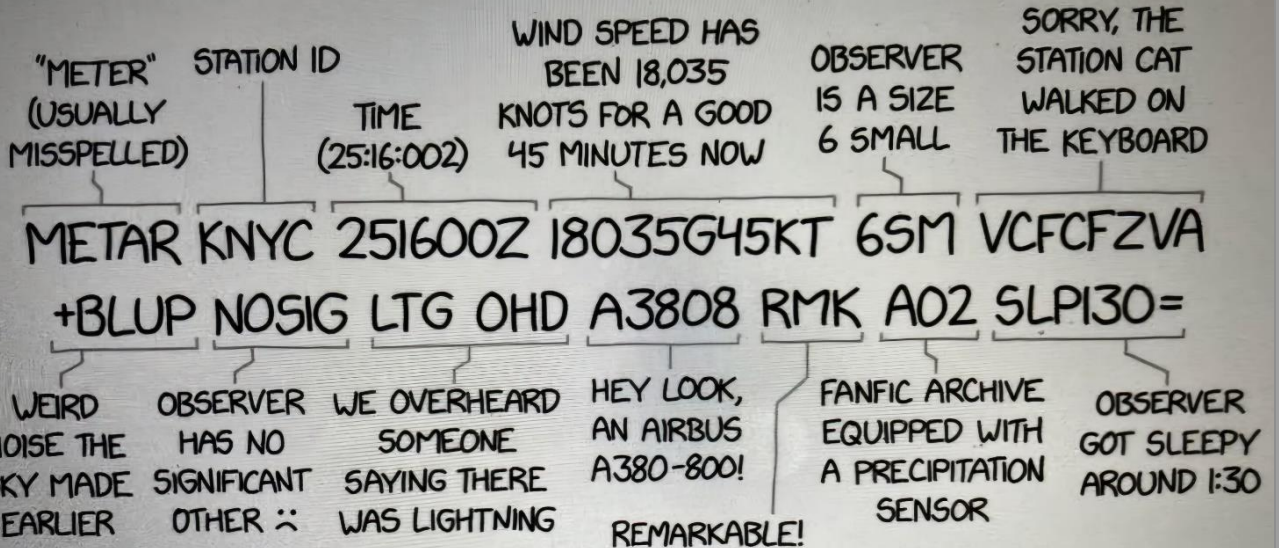
Contact Meriden Aviation Center 203-648-4870 to schedule some time.





# DECODING A METAR REPORT:

i



xkcd.com  
METAR

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