

YALE AVIATION NEWSLETTER

March 2025

UPCOMING EVENTS

- **Saturday April 26** – Wash & Wax
- **Talk on Aerobatics with Chris Meyer** - TBD
- **Brunch Flyout** - TBD
- **May** – Rusty Pilot Discussion => WINGs Topic of the Quarter (Take-offs, Landings and Go-Arounds)
- **WAA (Westchester Aviation Association) Safety Day Symposium: Tuesday, June 3** – This all-day event held at Whitby Castle in Rye, NY will focus on jet and turbo prop operations. Scholarships for training available.
- **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...

Welcome to new “associate” member George Mikula, born Feb 24 to former YA CFI **Mirai Hashimoto Mikula**. Grandfather & YA member **Akihiro Hashimoto** (who keeps our avionics up to date every month) is over the moon. Big sister Emily is very excited for baby brother to get bigger so they can play together.



Bedminster TFRs - Get TFR notifications from a reliable source:

We have gotten a pretty good response from people wanting to be added to our notification emails. We are getting closer to the first visit to Bedminster. Please tell all your pilot friends to email me with their airport code and email address and we will add them to our data base so they can get the email notifications.

V/R,
Muttley

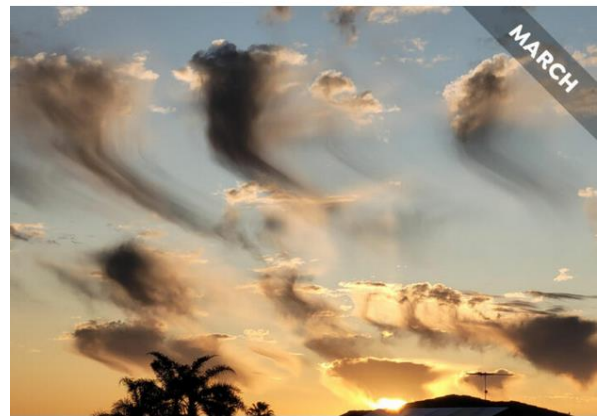
Kevin “Muttley” Burman
Combat Information Cell
Comm: 850-283-5557
DSN: 523-5557
Mob: 850-624-4070

YA Safety Seminar – Saturday March 1

We had 16 people in person and another 31 online for Veronica Cote's talk on weather theory: Cloudy with a Chance of Knowledge. Thanks to **Rob Lenert** of the Bradley FSDO for handling the webinar side of things, and **Paul McGhee** for providing coffee.



Cloud of the Month



Veronica's love of clouds really came out during lunch afterwards. Check out this website where you can marvel of these signposts in the skies (<https://cloudappreciationsociety.org/>) and buy a book on cloudspotting by the site's host, William Grill.

Will you join us for the next seminar???

Getting My Spin Endorsement by Josh Snow

There I was...power at idle, nose high, stall horn blaring. And the CFI in the back seat instructing me to: "Pull FULL back and throw in FULL left rudder." The left wing and nose both dropped simultaneously, and in one-rotation we had dropped over 1,000 feet in just seconds. What a great way to spend the afternoon!

As some of you know, I'm currently working towards a CFI rating, and the training that I have been anticipating the most is the spin endorsement. Unlike other ratings, the FAA still requires CFI candidates to receive training in spins and spin recovery (61.183(i)).

My Spin Training Experience

To complete this training, I found [Hammerhead Aerobatics](#) which is based at KHFD, run by Chris Meyer. Chris is a competition aerobatic pilot, who specializes in aerobatic training, spin endorsements, and tailwheel training in his American Champion Super Decathlon. We spent about an hour doing ground training: stall and spin aerodynamics, spin recovery, dealing with g-onset, parachute use, and aircraft familiarization. Then it was on to flying.

This was my first time in a tailwheel aircraft. Chris coached me through taxiing, which did take a bit to get adjusted to. The winds were pretty gusty, so Chris took the takeoff and then handed over the controls. The first major surprise was the performance of the Decathlon. Runway 20 at KHFD has a 500' displaced threshold, and we were in the air before crossing the actual runway threshold!



The FAA stipulates where aerobatics are allowed (91.303). One rule is that you need to be 4 miles from any federal airway, which is pretty tough to find in Connecticut. Chris has a spot south of KIJD, and we used the time on the way out to practice some Dutch rolls so that I could get used to the rudder coordination. The Decathlon is definitely not a plane you can fly with your feet on the floor.

Once in the practice area, we warmed up with some steep turns. Since we were in an aerobatic plane, and wearing a parachute, we weren't limited to a 60-degree bank. We were probably around 75-degrees, with a g-load we could really feel. From there we stepped up to the main event:

- Power-off stall, with secondary and tertiary stalls to get a feel for how releasing back pressure reduces the angle of attack
- A falling leaf, to practice using the rudder to lift a wing
- An accelerated stall, demonstrating how you can stall at any airspeed

I have experienced these maneuvers in our own club planes with Laura (and I encourage you to too!), and it was a great way to prepare for the spins.

As we climbed back up above 5,000 feet, we reviewed the spin recovery steps (PARE):

Power to idle

Ailerons neutral

Rudder full opposite direction of spin and hold

Elevator forward until spinning stops

Controls neutral and recover from the dive

Chris advised that this would all happen faster than I could say all of that, and instructed that I shorten it to "Power, Ailerons, Rudder, Elevator" which I should say out loud while performing the actions. He demonstrated the first spin, allowing me to follow the controls. It was then my turn, with an incipient, 1-spin turn to the left and then another to the right, then a fully developed 2-turn spin, and finally a simulated base-to-final spin entry.

Some Thoughts on the Experience

I had a lot of take-aways from this experience. First, it's hard to describe just how much fun this flight was. From experiencing a tailwheel airplane, to getting to experience aerobatic flight—it was just great.

Second, it was VERY eye-opening to see how much altitude is lost in a spin. I would estimate that each incipient 1-turn spin took about 10 seconds from departing controlled flight to straight-and-level recovery. And we lost over 1,000 feet in each of them.

Also, it would be very natural to try to use the ailerons to either prevent the entry or arrest the spin. This only increases the risk of the spin, as it raises the angle of attack on the wing that is dropping. I definitely needed to think consciously about the recovery steps in order to do them correctly.

Finally, although the airspeed is low while in the spin, it builds very quickly once recovered since the plane is so nose low. In a non-aerobatic plane, you would need to be careful about the loads put on the aircraft when recovering from the dive so as not to over-stress the aircraft.

As I hope you can tell, I really enjoyed the experience and thought it was incredibly valuable, not just to meet CFI requirements but also for enhancing my skills. Whether required or not, it's definitely great training for any pilot! One final comment—in preparing for this flight, I came across this [great video series](#) from Spencer Suderman on stalls and spins—enjoy!

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	lbaldwin@aol.com	203-517-5409
Paul Cleary	paul.cleary@yale.edu	203-415-2402
Santo Galatioto	santoyale@gmail.com	203-710-2730
David Lassila	davidlassila@gmail.com	203-901-2475
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

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 is 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:

Spoty's G500 overview: <https://www.youtube.com/watch?v=6AFqG5RunA>

Spoty'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 currently suffering from a problem with the anti-collision system (beacon and strobes) but a newly repacked jack-screw has resolved the trim issue! Remember, though, that the left fuel gauge reads 5 gallons high so fuel at tabs reads as full.

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

"Imc/Vmc Club Meeting to Discuss Imc/Vmc Scenarios Based on Actual Member Experiences"

Topic: Discussion of an autopilot failure while enroute IMC to your destination

On Tuesday, March 18, 2025 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)

Select Number:

EA25135788

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.

This month our first scenario will discuss an autopilot failure while IMC enroute. Our second In this episode, designed for both instrument-rated and non-instrument-rated pilots, we'll break it down into practical, easy-to-grasp insights:

- The basic concepts of instrument flying

scenario has us on our final approach with deteriorating weather.

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 sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 2 - 1 Credit

AOPA's What's Up, March 20, noon to 1 pm ET

Under the Hood: Revealing the Mysteries of Instrument Flying

Instrument flying might seem like a mysterious art—deciphering cryptic charts, scanning an array of gauges, and trusting your instruments over your instincts. But once you start to understand it, a whole new world of flying opens up.

- How to interpret an instrument chart with confidence
- Using VOR as a reliable GPS backup

- Staying oriented when maneuvering through the clouds

Join us live and earn WINGS credit!

Register [HERE](#).

Got questions? Send them our way at ftinitiative@aopa.org.

Hosted by:

Chris Moser, CFI, CFII, MEI, Sr. Director, Flight Training Education, AOPA Foundation and **Dan Justman**, Vice President, You Can Fly

Podcasts & Apps & Gadgets –



Check out this podcast report on **Brain Stall**, by Richard Stowell, which he writes about this in his LinkedIn blog Human Factors. Fortunately there is a way to do mental toughness training and there are techniques for cuing in your ability to handle how to think under pressure. This is a survival skill we all need in aviation!

<https://www.communityaviation.com/hubfs/The%20Human%20Factor%20-%20NotebookLM%20Deep%20Dive.m4a>

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 KHAVN 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-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