

# YALE AVIATION NEWSLETTER

April 2025

## UPCOMING EVENTS

- **Saturday April 26** – Wash & Wax. Please rsvp to [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org) so we have a good idea of numbers!
- Tweed Airport Earth Day **Community Clean Up** event on **Tuesday, April 29, 2025**, from **9:30 AM to 1:00 PM** (with a rain date set for May 6). This event is open to all employees, community members, and friends who want to help beautify our surroundings. Please rsvp here: <https://forms.office.com/r/vRdcRrRvwY>
- **June => WINGS Topic of the Quarter** (Take-offs, Landings and Go-Arounds) – see the paragraph below. Contact Auguste Fortin ([auguste.fortin@yale.edu](mailto:auguste.fortin@yale.edu)) for more information.
- **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...

### FAA WINGS Topic of the Quarter Deal for YA Members!

The FAA's WINGS Pilot Proficiency Program helps pilots hone their flying knowledge and skills. Completion of a phase of WINGS satisfies flight review requirement outlined in 14 CFR 61.56. The FAA Safety Team (FAAST Team) developed the WINGS Topic of the Quarter Program to make it easier for pilots to remain proficient and earn WINGS credits. To further assist YA pilots in remaining current and safe, CFIs Laura Baldwin and Dave Pecoraro will volunteer their time on a weekend in June for pilots to complete the Spring WINGS Flight Activity: Takeoffs, Landings and Go-Arounds. Successful completion of the Spring Knowledge Topic, Aeronautical Decision-Making, will be a prerequisite to doing the flight activity: <https://bit.ly/2G0TY0r>

If you are interested, please email Auguste Fortin ([auguste.fortin@yale.edu](mailto:auguste.fortin@yale.edu)) with the June weekends that would work for you. The weekend with the most votes will be selected (weather permitting).

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## Aviation-related Education Programs for Connecticut Students

By David Maass (YA Affiliate member)

Since my retirement as an Aeronautical engineer and consultant, I've participated in programs that combine my interest and experience in aviation with the education of high school and university students. It turns out that there are several programs like this in CT offering a variety of different activities. At Laura's suggestion, this is a brief summary of some of these programs.



The YA Simulator located at NHAC is made by a firm in Waterbury CT called [STEMPilot](#). Their mission is to provide high schools with aircraft simulators as an engaging way to teach students STEM (Science, Technology, Engineering and Math) subjects through the activities performed by a GA pilot. There are 31 of their simulators used in CT schools today and about 1,000 units in use nationwide.

Avelo airlines organized an **Aviation Career Education (ACE)** program at the East Haven Middle School. In addition to aviation-related classroom lessons, Avelo has flown the 30 students and teachers to Baltimore at no charge. For many of these students, it was their first flight. Avelo also flew them to Florida and let the students fly their full motion simulators used for pilot training and currency. YA also provided these students with Discovery flights as part of our education mission. A good video describing the Avelo/East Haven program can be seen [here](#).



An organization called [Tango Flight](#) encourages student participation in homebuilt aircraft construction. The school purchases a Vans RV-12is kit through Tango Flight. Students assemble it with Teacher and Mentor supervision over the course of 2 or 3 years. The completed aircraft is transferred to Tango Flight, who then sells it on the market and refunds the proceeds back to the school. The kit price (including engine and great avionics) and the aircraft sales price are roughly the same, so over the course of the Build the school roughly breaks even while offering students an exciting experience and potential

career path. There are 40 Tango Flight projects nationwide with two in Connecticut. A Bridgeport high school has completed one RV12is and is working on a second one where I serve as a mentor.

<https://patch.com/connecticut/bridgeport/future-leaders-bridgeport-students-fly-plane-they-helped-build>

Congratulations to the Bridgeport Bassick High School students in the **Tango Flight** program for the successful completion of their airplane build! Every student got a chance to fly in the airplane, which used Three Wing Aviation for the flights. Read all about it at the link above.



A Stamford HS is starting a new RV12is project in September and is looking for volunteer mentors.

The EAA has several similar activities. They offer \$12K scholarships to high school students to be trained as a Private Pilot. Scholarships are initiated and managed by local chapters and the [Meriden](#) (MMK) and

[Hartford](#) (HFD) Chapters have each sponsored 5 students over the past 5 years, all of whom have completed their Private exams. Some are now on a path to becoming commercial pilots. They also have worked with local high schools on RV12 projects, though these are not ongoing or recurring activities.



EAA chapters also sponsor local Young Eagles rallies where 6 or 7 pilots provide free discovery rides to about 50 kids during the day. For a pilot to participate requires EAA training and they handle insurance, registration, etc. Laura and I have spoken about YA possibly participating in the [Meriden Rally](#) on June 7. The [rally at Brainard](#) is also scheduled for June 7. In the 30 years since Young Eagles started, they have provided 2.5 million flights to kids aged 8 to 17 years old.

I also work with a crew of volunteers restoring a Bell 47 for the [CT Air and Space Center](#) located at BDR. This is a very small museum but has some unusual [aircraft](#) like an F4U Corsair, a BD5J jet, and many [helicopters](#).



At the University level both Yale and UConn have student groups engaged in ambitious aerospace projects. In fact, the [Yale Undergraduate Aerospace Association](#) (YUAA) has 100 student members and they are engaged in 4 or 5 projects. One group is building and testing a regeneratively-cooled liquid-fueled rocket engine with a nominal 1,000-pound thrust. UConn has a similar effort. Both groups 3D-printed their metal engines combining the combustion chamber, nozzle and exhaust in one piece. These engines include dozens of cooling channels printed within the engine wall so that room temperature fuel flowing through the engine before it is ignited cools the engine wall. That way, the metal engine wall does not melt from the 4,500°F combustion gas flowing through the engine interior.



All of these activities benefit from volunteer mentors, either as pilots or serving other functions. Should anyone be interested, I'm happy to put you in touch with these groups. Feel free to contact me at 203 458 0722 or [david.p.maass@flightwareme.com](mailto:david.p.maass@flightwareme.com) .



## Aerobatics – Saturday Apr 6

We had 10 people attend Chris Meyer’s wonderful talk on Aerobatics: what kind of airplane it takes, what goes into competition, the basic maneuvers that go into the sport. Chris flies out of KHFD and competes in the sportsman category using the love of his life: a Pitts. He is also an A&P as well as a CFI.

Should you want to take aerobatics lessons, or earn your tailwheel endorsement, or get your spin endorsement, contact Chris at [chris@hammerheads-aerobatics.com](mailto:chris@hammerheads-aerobatics.com). For more information on aerobatics, maneuvers, and competitions, go to [www.IAC.org](http://www.IAC.org).

Once again huge thanks to President **Paul McGhee** for providing coffee and homemade bagels, and **David Maass** for helping with technical setup.



**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
David Lassila	<a href="mailto:davidlassila@gmail.com">davidlassila@gmail.com</a>	203-901-2475
Fritz Heidenreich	<a href="mailto:fritz.heidenreich@gmail.com">fritz.heidenreich@gmail.com</a>	203-252-9313

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**Prepare for your Flight Review!** Check out this link for information on AOPA's Focused Flight Review Program: <https://www.aopa.org/training-and-safety/active-pilots/focused-flight-review>

Those of you who've accumulated more hours than you might likely fly please consider donating to the club – it is tax deductible!!

**Help keep Yale Aviation alive in the future as it was for you!**

#### ... & PLANES

**N6297J** is A-ok with the exception of a loose landing light wire. Remember to use the ReCog lights in place of the landing light. Also remember that IAT listed on the JPI Engine monitor gives you a readout of carburetor temp. **And PLEASE leave the Stratus2 UNPLUGGED when you complete a flight, as inadvertently leaving it on and plugged in will drain the airplane's battery!**

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** has, for the moment, an anti-collision split switch that turns on BOTH wing and beacon strobes at the same time – you cannot turn on one without the other. We are working to remedy this. Remember, also, 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.

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

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**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

### [Night Flight](#) | Qualifies for FAA WINGS credit

**Wednesday, April 16, 2025, 7 p.m. CDT with Larry Bothe**

*Join Larry Bothe, an 8,000-hour small airplane pilot and CFI, as he discusses basic information and best practices for flying at night. Topics include the FAA's definitions of night, airport and aircraft lights, flashlights, and night vision; hazards to night flight, such as obstacles and ground fog, and risk management during night cross-country flight. Qualifies for FAA WINGS credit.*

### [Flying to and Around Alaska](#) |

**Wednesday, April 23, 2025, 7 p.m. CDT with Vic Syracuse**

*Vic and Carol Syracuse have flown their RV-10 to Alaska five times. In this presentation, Vic will walk through the preparations, routing, and recommendations to help you have a safe and memorable trip to Alaska. For those in the Lower 48, flying to Alaska is one of the most memorable flights you can make, and seeing Alaska from the air takes you places inaccessible by any other means.*

### "Tools to Keep Us Safe - Doug Stewart"

Topic: The Risk vs. Reward Equation

On Wednesday, April 23, 2025 at 18:30 Eastern Daylight Time

Location:

The Hanger at 743 Home of the Warbird factory  
743 Albany Shaker Road  
Latham, NY 12110

#### **Select Number:**

EA01136092

#### **Description:**

During this two hour live event, Doug Stewart will discuss Risk Management, and the Tools we use to measure risk to keep pilots safe. Risk management can be somewhat subjective depending on the pilots risk tolerances and abilities. The Risk vs Reward Equation might keep one pilot from flying in anything other than benign skies, while another may eagerly launch into menacing skies. Doug will present us tools to use to calculate potential risk, and make an appropriate go or no-go decision.

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

The sponsor for this seminar is: **FAASTeam**

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

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

Basic Knowledge 3 - 1 Credit

Master Knowledge 1 - 1 Credit



## [The Gee Bee](#)

**Tuesday, May 6, 2025, 7 p.m. CDT | Chris Henry and Amelia Anderson with**

*Few aircraft evoke such a romance for air racing in the golden age as does the Gee Bee racer. We will discuss the history and a few artifacts in the EAA Aviation Museum collection.*

## [Security Violation](#) | Qualifies for FAA WINGS credit

**Wednesday, May 7, 2025, 7 p.m. CDT with Mike Busch**

*One of the joys of travelling in a general aviation airplane is not having to stand in long lines going through security, removing shoes and laptops, going through metal detectors, and having luggage X-rayed. GA pilots and their passengers are usually spared the indignities of dealing with TSA, but not always. In this webinar, Mike Busch tells how he ran afoul of the TSA while driving to his hangar to depart on a long cross-country. Upon return, he wound up being escorted off airport property, temporarily losing his airport access privileges, and required to go through remedial security training that was actually quite illuminating. One thing he learned is that TSA has absolutely no sense of humor. Qualifies for FAA WINGS credit.*

## [Navigating Pilot Certificates, Medical Requirements, and Privileges](#) | Qualifies for FAA WINGS credit

**Wednesday, May 14, 2025, 1:00 p.m. CDT with Tom Charpentier**

*Are you ready to start your flight training journey, but still have a few questions. What is the difference between a sport and private pilot certificate? What type of medical should I get? How will MOSAIC impact my flight training option? All these questions and more will be covered in this presentation. Qualifies for FAA WINGS credit.*

## [Learning to Fly with a Flight Simulator](#) | Qualifies for FAA WINGS credit

**Wednesday, May 14, 2025, 2:30 p.m. CDT with Chris McGonegle**

*Flight simulators have exploded in popularity recently. With new software options, impressive flight controls, and EFB app integration, it has never been easier to use a home flight simulator for real training (in addition to fun). In this fast-paced webinar, Chris McGonegle, a commercial pilot and Sporty's flight simulator expert, will discuss how to use simulators as an effective flight training tool. Qualifies for FAA WINGS credit.*

## [Getting Started in Soaring](#) | Qualifies for FAA WINGS credit

**Wednesday, May 14, 2025, 5:30 p.m. CDT with Scott Manley**

*Soaring is one of the best avenues to get started in flying. Soaring provides a more affordable entry point, and teaches wonderful energy management along with stick and rudder skills. Join Scott Manley*

*(Certificated Flight Instructor – Glider) who will discuss the best way to get started in soaring. Qualifies for FAA WINGS credit*

**How to Pass the Private Pilot FAA Written Test in Less Time | Qualifies for FAA WINGS credit**

**Thursday, May 15, 2025, 1:00 p.m. CDT with Bret Koebbe**

*It's something all pilots have to do during training for a Private Pilot license -- pass the FAA Knowledge Test. While this test has gotten a bad rap over the years from some, the reality is it's a non-event when you approach it with the proper mindset and use the right study tools. In this webinar, we'll show how to use tried and true study methods using Sporty's Learn to Fly Course to make the process an engaging and meaningful learning experience, and not just another exercise in rote memorization. Qualifies for FAA WINGS credit*

**Pass Your Checkride (Part 2 of 2) – The Practical Exam | Qualifies for FAA WINGS credit**

**Thursday, May 15, 2025, 4:00 p.m. CDT with Larry Bothe**

*Do the flight part like a pro. Perform maneuvers in ways that always work. Learn to correct maneuvers that aren't working out. What will the DPE accept, and what is just flat bad? All this and more, in this detailed flight portion guidance. Includes a quick (5-minute) review of the Paperwork & Oral Quizzing presentation. Fly well, and pass the first time. Qualifies for FAA WINGS credit.*

**Stall and Spin Avoidance**

**Wednesday, May 28, 2025, 7:00 p.m. CDT with Gordon Penner**

*Gordon Penner, a master CFI in aerobatics and gliders, will explain life-saving stick and rudder techniques and practical discussion of stalls and spins as commonly covered in the emergency maneuver training (EMT) course. Understanding these simple principles will help you to avoid an unintentional stall and spin. Qualifies for FAA WINGS credit.*

**All You Wanted to Know About Stalls (and How to Teach Them) Qualifies for FAA WINGS credit**

**Wednesday, June 11, 2025, 7:00 p.m. CDT with Brian Sagi**

*Demonstrating aerodynamic stalls and stall recovery is required in FAA checkrides at the private, commercial, and ATP levels. But let's face it: many pilots don't like to perform stalls and perhaps are even anxious about practicing stalls and stall recovery. In this talk we will learn about stalls and stall recovery and how to teach them. We will also learn about how real-world inadvertent stalls, including ones resulting in accidents, differ from the stalls we practice for FAA checkrides. Qualifies for FAA WINGS credit.*

**Cockpit to Cowl** – Brian Schiff and address various aviation topics from the point of view of both pilot and mechanic. WINGS credit via Social Flight, or check out youtube videos of past webinars here: <https://www.youtube.com/playlist?list=PLlxJJDjC25RVIO2Aj1z9lhfU9yeibqMDa>

## Podcasts & Apps & Gadgets –



[View from the south pole](#): Four astronauts circumnavigated the globe over the poles – the first time this had been done. Amazing views! During the nearly four-day mission, Wang, Mikkelsen, Rogge, and Phillips orbited the Earth [about 55 times](#), passing over the poles every 46 minutes.

## 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 directly to you, PLUS a portion of the sales will come back to the club.

Contact Laura Baldwin ([lfbaldwin@aol.com](mailto:lfbaldwin@aol.com)) if you have any questions or have ideas for additional merchandise!



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 lives in the New Haven Aviation Center -- the HVN-based flight school! The new model was generously donated by **Jay Leboff**, who founded and runs STEM Pilot, 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.**

**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 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