

# YALE AVIATION NEWSLETTER

May 2025

## UPCOMING EVENTS

- **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...

### Story from a Cross-Country (courtesy of member John Barden):

You know I am always cautious, and I do like to think I understand my basic obligations as PIC under VFR. However, I have to say, one interesting event from yesterday's flight did remind me – PIC judgment really does rule. On the way back yesterday afternoon from KIUA, just about at KDXR / CT state line, under flight following at 7500ft, I had ATC turn an Avelo 737 over me at 8000 ft. I was informed, saw them coming (hard to miss), and decided it was time to descend. Also happened to be right at handoff between centers. "let them know you see the traffic". Quick frequency change "55044

descending through 7200, traffic in sight" (gulp).. I don't think I was out of line for thinking that 500 ft separation was inadequate. ATC did not complain about me initiating decent, but I did find it a bit surprising that they felt this was adequate separation. Probably managed to squeeze 1000ft between us by the pass, all fine, but wow... There is definitely a lesson in that one, particularly since the guy who did the handoff was fully aware I was struggling a bit with altitude consistency getting bounced all

Avelo 634



N55044



over coming over the Catskills yesterday.... He apparently had more confidence in my altitude control than I did at that moment.

Always learning!

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### **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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Welcome to Affiliate member **Craig Cowell's** daughter, born in April. Congratulations to the proud new parents!



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### **Wash & Wax** – Saturday April 26



We had eight members come clean our two airplanes – they really needed it.

Thanks to **Paul McGhee** for bringing snacks and coffee, to **Mark Donovan** for focusing on interiors with **Hack**, to new member **Bill Hotch** for tackling the greasy underbelly, and for everyone's diligent efforts to produce two clean airplanes. We even took out the oil plates in anticipation of warmer weather (thanks **Dan MacDonald!**) It was great to meet new affiliate member **Daniel Folloni** and see **Stephen Montano** back after months away from the airport.



Here's to lots of great flying in the spring and summer!!

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**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** continues with a loose landing light wire - remember to use the ReCog lights in place of the landing light in your checklist. We are also chasing down an issue with the voltage regulator, so please pay particular attention to the voltage readings on the JPI engine monitor. Remember that IAT listed on the JPI 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\\_yWDBftCc](https://www.youtube.com/watch?v=U_yWDBftCc)

**N55044** is having its 50 hr oil change tomorrow. The anti-collision split switch turns on BOTH wing and beacon strobes at the same time currently – 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

### [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.*

**IFR Approach: From Cruise to the Initial Approach Fix | Qualifies for FAA WINGS credit**

**WEDNESDAY, MAY 21, 2025, 7 P.M. CDT**

**Presenter: Tom Turner**

Instrument training, proficiency, and currency requirements are primarily about instrument approaches. Getting from cruise flight to the initial approach fix has its own rules and techniques that can be equally as complex, but they're rarely taught or practiced. This webinar will help you "let yourself down easy" by covering:

- Adjusting your checklists to reduce workload during descent and approach
- STARs for the piston and single-pilot turbine crowd
- Speed, power, and trim in descent
- Techniques for an easy letdown, such as when to activate an approach, fuel management, etc.
- IFR letdowns into nontowered airports
- Real-world holding patterns and vectors for spacing
- Traffic avoidance in IFR descents into VMC or marginal VFR
- Confirming everything is set before you reach the final approach fix
- Answers to viewer questions

*Qualifies for FAA WINGS credit.*

**Register**

**"NAFI - When Mistakes Happen - The Flight Instructor Response"**

Topic: Learn How To Develop An Environment That Permits Mistakes But Continues To Maintain High Standards Of Safety And Performance!

On Wednesday, May 21, 2025 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, May 22, 2025 00:00 GMT)

**Select Number:**

CE03137115

**Description:**

Student pilots make mistakes. Instructors have the responsibility to allow students the opportunity to make mistakes. In fact, doing things incorrectly is the only way a student can learn. Our response when things aren't perfect is a huge contributor to student success.

Erica Gilbert will talk about how to develop an environment where students are given opportunities to make mistakes, while also holding them to high standards of safety and performance.

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

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

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

Master Knowledge 2 - 1 Credit

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**"Stall and Spin Avoidance"**

Topic: Stall Recognition and Spin Avoidance For All Us

On Wednesday, May 28, 2025 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, May 29, 2025 00:00 GMT)

**Select Number:**

GL13136128

**Description:**

**Every Pilot has been trained on stall recognition and Recovery of stalls then why are we seeing so many loss of control accidents?**

Gordon Penner, a Master Flight Instructor 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.

Our accident statistics show that pilots need to have both knowledge and skill in order to become safer pilots. In this webinar you will increase knowledge that you will then have to put in practice through more training.

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

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### **"Preparing for the Unexpected - Doug Stewart"**

Topic: Do The Right Thing in an Emergency!

On Wednesday, May 28, 2025 at 18:00 Eastern Daylight Time

Location:

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

**Select Number:**

EA01137051

### **Description:**

During this two hour live event, Doug Stewart will discuss emergency procedures. Aviation is inherently dangerous, but we as pilots can make it safer if we are prepared for the unexpected. In this presentation Doug Stewart will discuss a variety of scenarios, from abnormal events to

emergencies. He will discuss how a pilot can prepare for the startle response with the tools to be ready. Will you be prepared when (not if) the unexpected occurs?

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:

Advanced Knowledge 2 - 1 Credit  
Master Knowledge 1 - 1 Credit

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[\*\*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=PLIxIJDjC25RVIO2Aj1z9lhU9yeibqMDa>



## Podcasts & Apps & Gadgets –



Learn from the mishaps of others with Hoover, a former Lieutenant Colonel and F-15E pilot with 20 years of service, including missions in Iraq and Syria. After a special assignment flying F/A-18Ds with the Marines, he oversaw safety for over 100 aircraft and 6,000 personnel at Seymour Johnson Air Force Base. Now, he shares his experiences on [his YouTube channel](#), breaking

down aviation incidents to help educate pilots and aviation enthusiasts. Or visit his webpage at <https://pilotdebrief.com>

## 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 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.**

**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