

YALE AVIATION NEWSLETTER

June 2025

UPCOMING EVENTS

- **Mory's Meet-up** – Tuesday June 24th, 6 pm, on the back terrace (306 York St, New Haven). There will be hangar talk, refreshments available, and time to bid a fond farewell to past-president **Jake White** before he moves to Portland, OR. RSVP to secretary@yaleaviation.org.
- **June => WINGS Topic of the Quarter** (Take-offs, Landings and Go-Arounds) – see the paragraph below.
- **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.

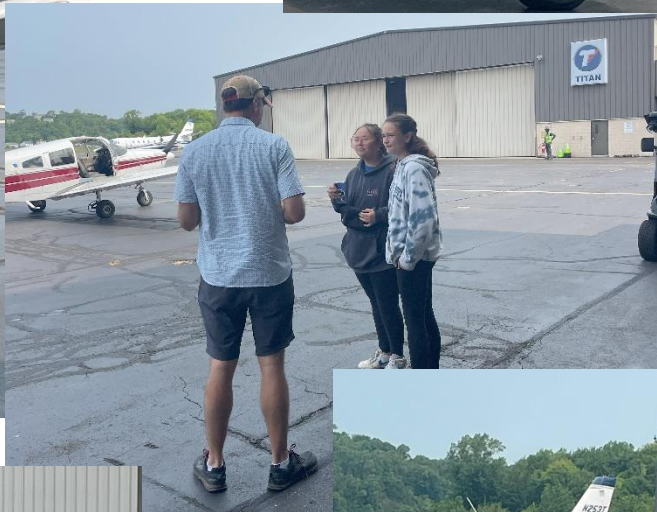
PILOTS...

ACE Discovery Flights

Wednesday June 4 thirty-five middle-schoolers from East Haven got to try out the controls in short Discovery Flights with Yale Aviation and the New Haven Aviation Center. Many thanks to **Josh Snow**



and **Laura Baldwin** for volunteering their day to accomplish these flights, and to **Michael Quiello** and **Avelo Airlines** for sponsoring this event. Everyone had a great time (including the 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>. Contact [Laura Baldwin](#) for more information.

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	lfbaldwin@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 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_yWDBfptCc

N55044 Remember that 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.

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

New Lifejackets



In the wake of the water landing that left two Bridgeport pilots in the water to be rescued, we have decided to update our lifejackets to ones that can easily be worn when flying over water (as the accident pilots did). By the end of the month you should see two of the following lifejackets in each airplane. Please check that the cartridges they use for inflation are “green”

before using. They should remain set to “manual” so they can be inflated using the yellow pull-tab when needed.

Thanks to member **Jan Cirrillo** for her help in choosing this

essential safety equipment!

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 to prevent scrapes and chips.
- **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.
- **Oil:** Add a couple ounces of **Camguard** when you add a quart of oil, **and be sure to mark this down on the clipboard.** And PLEASE – just finger-tight when closing the dipstick so that others do not need to use pliers to check the oil!!
- 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. **Heels on the floor, and no toes on the brakes both taking off AND landing!!**
- **Tire pressure** should be 24lb on the mains and 18lb for the nosewheel, fyi.
- Before you leave the airplane after your flight, be sure the
 - **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. And remember that **the strap at the back should go BEHIND the step** to ensure the cover remains securely in place.
 - **the nose-plug cord is ahead of the prop,** so the nose-plugs will pull free if the engine is started with them in place.
 - **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

EAA Webinars

Borescope Initiative One Year Later | *Qualifies for FAA WINGS and AMT credit*

WEDNESDAY, JULY 2, 2025, 7 P.M. CDT

Presenter: Mike Busch

Savvy Aviation launched its borescope initiative on January 1, 2024. A little more than one year later, more than 100,000 borescope images had been uploaded to its cloud-based borescope image repository, and more than 70,000 of them had been looked at by its team of professional analysts. In

this webinar, Mike Busch discusses some surprising lessons learned from these images, and how it should change the way owners and mechanics deal with cylinder issues. *Qualifies for FAA WINGS and AMT credit.*

[Register](#)

Safe Operation at Nontowered Airports | *Qualifies for FAA WINGS credit*

WEDNESDAY, JULY 9, 2025, 7 P.M. CDT

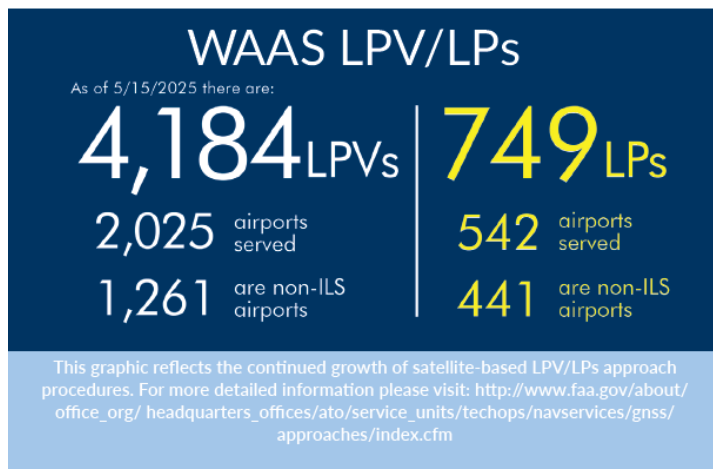
Presenter: Prof. H. Paul Shuch

Five years ago, Prof. Shuch presented an EAA webinar on safe operation at airports with operating control towers. These days, most flight training occurs at towered airports, and new pilots may have limited experience operating in a nontowered environment. Yet some of the country's most interesting airports are "uncontrolled." In this webinar, he will help you to become more self-reliant as you safely navigate the nontowered environment. *Qualifies for FAA WINGS credit.*

[Register](#)

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=PLlxIJDjC25RVIO2Aj1z9lhFU9yeibqMDa>

Podcasts & Apps & Gadgets –



Ever wonder about the comparative benefits of a WAAS GPS LPV approach over a traditional ground-based ILS? RNAV GPS-based approaches give almost any airport the ability to create a "precision" guidance to land.

Check out this video forwarded by member Michael Quiello:

<https://www.youtube.com/watch?v=SfHWRMtAYS0&list=PL5vHkqHi51DTECsqMbrsyYg-ddEzXhsbV&index=6>

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).



Tower is trying to be efficient with departures and arrivals. With this in mind they are asking small GA to complete their runup and pre-takeoff procedures before calling for taxi instructions. This can be accomplished at the compass rose, near taxiway G. While not required in the non-movement area, best practice is to advise Ground that you are repositioning to the compass rose for runup.



Plans are out for the new east-side terminal! Construction is still several years out, but community meetings and environmental research is ongoing. Here are the highlights:

A 6,575-foot runway extension to improve service and reliability

Construction of an 80,000 sq. ft. East Terminal with six boarding positions and expanded parking

Environmental mitigation, including tidal wetland restoration and a 5-year monitoring plan
Climate resilience engineering to safeguard infrastructure from extreme weather

Learn more about what's ahead [here](#).

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-logoed merchandise! One is located at Customized Girl (<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<https://www.zazzle.com/s/yale+aviation>). Zazzle in particular has some new items (cell phone grips, ornaments, bag tags), so check it out!

What you order from these locations will be delivered directly to you, PLUS a portion of the sales will come back to the club.

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



We take part in **Sporty's Flying Club Rebate Program** which means we will receive cash back for our club on all your purchases from Sporty's. Every time you make a regular purchase – either online, at 800.SPORTYS, or in their store – we will receive a 5% cash rebate, using your email to link these purchases to our club.



Of course, this program is a great way for Sporty's to steer business their way, but we have an opportunity to also reap the benefit. With your participation, this will be a win-win for all of us. Go to sportys.com or call 800-SPORTYS – no special code needed. If you have a friend or family member who buys presents for you, be sure to let me know so I can get them added to our club list. Anyone who is NOT on that list will not get us our rebate, even if they are buying for someone on the list!!

SIMULATOR(S) -

Our simulator 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.

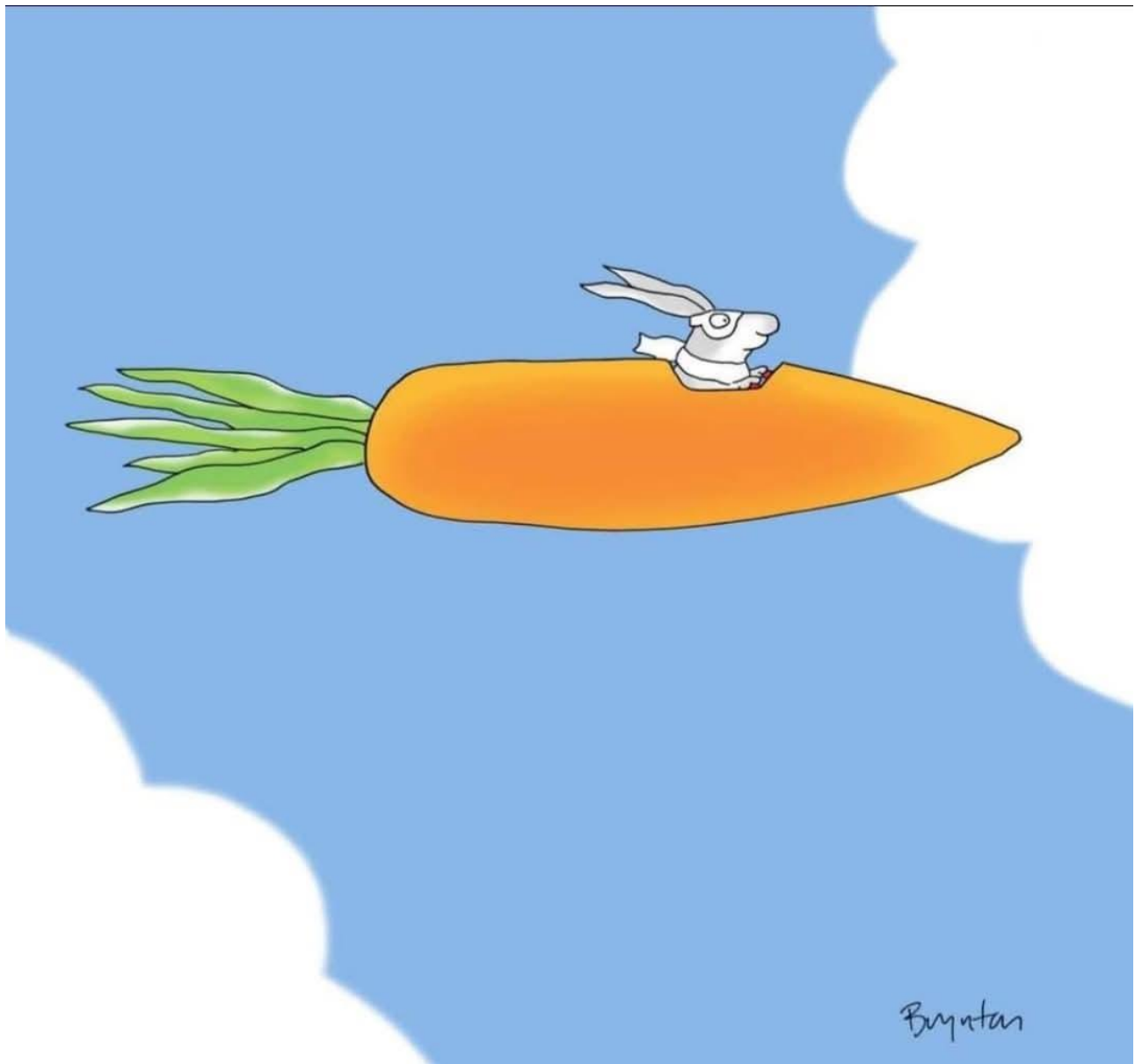
New Haven Aviation Center has agreed to host the YA simulator in the classroom space of their offices at Robinson Aviation. **To book the simulator, call or text Laura Baldwin (203-517-5409) or Jake White (203-668-7655) for access.**

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 15th of every month. Please let me know if you have any news, suggestions, or comments:

Secretary@yaleaviation.org

Laura Baldwin, Secretary