

# YALE AVIATION NEWSLETTER

August 2025

## UPCOMING EVENTS

- **NEAM SATURDAY, AUGUST 23, 10AM - 2PM, Restoration Tours**  
Check out behind the scenes in our Restoration Hangar! See the projects currently underway by our team!
- **WINGS Topic of the Quarter** (Slow Flight, Stalls and Basic Instruments) – schedule with **Dave Pecoraro** or **Laura Baldwin** to complete this flight activity at a reduced rate. Contact [secretary@yaleavition.org](mailto:secretary@yaleavition.org) for more details.

## PILOTS...

**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

**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 having its engine tear-down done at Pine Mountain Aviation in Danbury.

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.
- **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 that IAT listed on the JPI gives you a readout of carburetor temp.
- 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\\_yWDBftCc](https://www.youtube.com/watch?v=U_yWDBftCc)

N55044 completed its annual. There is an issue with the Attitude Indicator, which we will be replacing. We are also following reports of some periodically high CO readings.

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 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](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**

**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=PLlxIJDjC25RVIO2Aj1z9lhU9yeibqMDa>

**FREE webinar on Real world IFR Cross-Country planning.  
Thursday, Aug 21@7:30 pm eastern**

Gary Reeves (the guy in the Pink Shirt) is hosting a free webinar for the 99's. Wings credit available.

Sign up here:

<https://register.gotowebinar.com/register/5389156637075474007>

**The FAA is modernizing the Notice to Airmen (NOTAM) system** to improve the delivery of safety critical information, ensuring that NOTAMs are relevant, timely and accurate. We're inviting all NOTAM users to join the FAA for monthly modernization updates on the schedule, transition details, and a Q&A with the NOTAM Program Team.

We encourage you to submit questions ahead of time through our NOTAMs mailbox, [notams@faa.gov](mailto:notams@faa.gov). We will also bring answers to frequently asked questions and questions from our previous forum.

***This webinar is open to all who interact with the NOTAM system. Please note that August's forum will be a repeat of last month's session, due to the conflict with EAA's AirVenture in Oshkosh.***

Please share this registration information with anyone you think may be interested in attending. We look forward to working closely with you to ensure a safe, efficient NOTAMs transition.

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#### Event Details

Date: August 21, 2025

Time: 12:30pm – 1:30pm EDT

Registration: [https://faavideo.zoomgov.com/webinar/register/WN\\_hEPEVuhKQi-qSkDmHR6-1w](https://faavideo.zoomgov.com/webinar/register/WN_hEPEVuhKQi-qSkDmHR6-1w)

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#### **"Advanced Preflight After Maintenance"**

Topic: Advanced Preflight After Maintenance from a Maintainer Perspective

On Wednesday, August 20, 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:**

EA17138910

#### **Description:**

Safety of Flight begins during the preflight stage, and pilots must ensure they place a strong emphasis on this stage of flight. Preflight emphasis is enhanced when the aircraft has just completed maintenance.

This program covers all aspects of the required aircraft preflight inspection, and further defines what an Advanced Preflight Inspection is, and why advanced preflight inspections are necessary after maintenance is performed.

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:

AMT: 1.00

AMT: 1.00

Basic Knowledge 3 - 1 Credit

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#### **"The Possible Impossible Turn Engine Failure on Takeoff"**

Topic: Engine Failure After Takeoff

On Wednesday, August 27, 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, August 28, 2025 00:00 GMT)

#### **Select Number:**

GL13138055

#### **Description:**

Gordon Penner will lead the discussion on an engine fails shortly after takeoff, pilots face a critical decision: Attempt the "impossible turn" back to the runway or commit to landing straight ahead. This webinar examines the factors that make this maneuver possible versus impossible, including altitude requirements, distance from the runway, and aircraft performance considerations. Learn practical techniques for quickly assessing whether you have sufficient height and proximity to attempt the turn, plus step-by-step procedures for executing a safe return to the runway when conditions permit. We'll also cover proper decision-making for when landing ahead is the only viable option, helping you prepare for this high-stakes scenario before it happens.

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 3 - 1 Credit

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#### **"Preventive Maintenance"**

Topic: Learn about What Type of Maintenance a

Pilot Can Perform on Their Aircraft - What They Can Service and What They can't Touch

On Thursday, August 28, 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:**

EA65138749

**Description:**

Define preventive maintenance.

Persons authorized to perform preventive maintenance.

Maintenance record entries.

Performance rules (general).

List of Preventive Maintenance work.

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

The sponsor for this seminar is: **FAA**Team

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

AMT: 1.00

Basic Knowledge 3 - 1 Credit

**Podcasts & Apps & Gadgets –**



AIROS™ is a digital logbook designed to simplify and enhance flight logging with advanced features that let you:

- Log faster and more accurately than ever – with just a tail number or flight number, AIROS intelligently autofills the important details
- Elevate learning and debriefing with 3D Flight Paths
- Track currency with just a glance at your dashboard
- Take the guess work out of properly logging simulator time
- Import your existing logbook and get free regulatory compliance audit
- Backlog quickly and accurately
- Instantly sync across devices

Check it out HERE: <https://airos360.com/soar/nafi/>

**TWEED NEWS - Tower**

**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. Since this is the non-movement area, there is no need 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](#).

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### **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!!!

These AOA T3 (Yellow) Tier Badges will now be renewed annually, with the expiration date set as the last day of the month of the badge holder's birthday.

#### 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!



#### 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.

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**Redbird LD Sim at KMMK!**

Fully loggable at \$80/hr.

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



"It appears our landing in Vegas will be delayed until I figure out which ocean this is and why we're flying over it."

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