

YALE AVIATION NEWSLETTER

January 2026

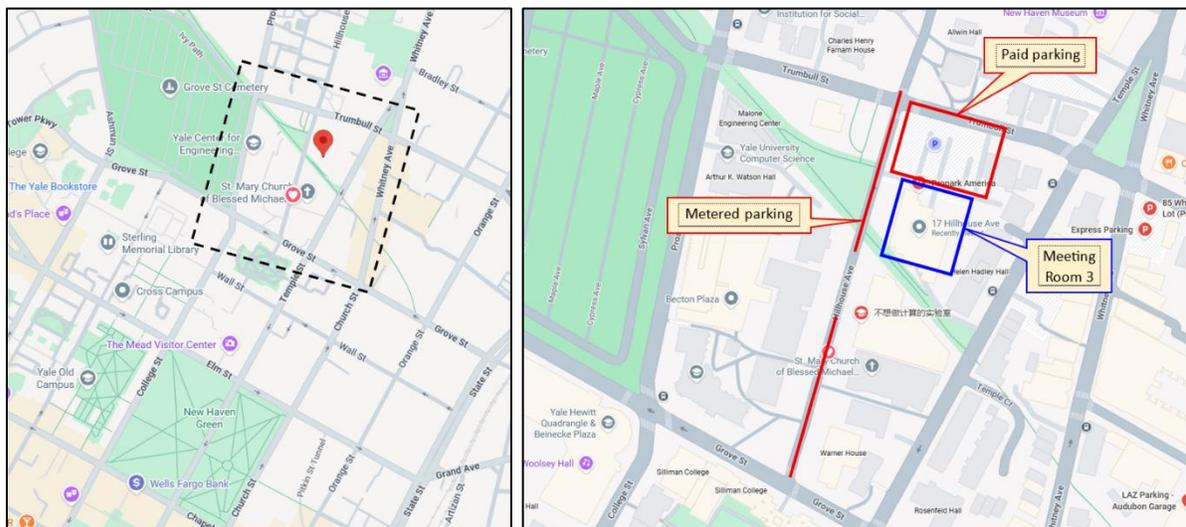
UPCOMING EVENTS

- **KHVN Tower Tour** – Anyone interested in joining the Tower Tour at **11 am next Tuesday, Jan 20?** RSVP asap to secretary@yaleaviation.org. Limit 4 people. The next tour will be in February.

YA is coordinating tours of the New Haven tower every few months, where you can learn fun facts like only 1/3 of the 407 towered airports in the US are staffed by federal employees.... Interested in joining the next tour? Email secretary@yaleaviation.org.

- **Sunday, January 25 at 10:00 AM**, YA member and Aeronautical engineer Dave Maass will present **“Angle of Attack (AOA) for Better Piloting.”** While most general aviation pilots rely on airspeed for key phases of flight, a more effective method - used for decades by the U.S. Navy and Air Force - is angle-of-attack awareness. The military adopted AOA indicators in the jet era, cutting carrier landing accidents by 50%, and modern, affordable AOA systems are now available for general aviation. This talk will explain what AOA is, why it matters, and how GA pilots can use it to fly more safely and more precisely. Several in-cockpit video clips will illustrate how AOA systems are used today in multiple flight scenarios.

This is a joint meeting with the Yale Undergraduate Aerospace Association (YUAA) and will be held on the Yale Campus at **17 Hillhouse Ave, Room 3**. This is shown below and there is both on-street and paid parking nearby, as shown. **Please rsvp to secretary@yaleaviation.org by Jan 23.**



- **Winter Educational Programs** – Keep an eye out for notification of our winter educational series, with seminars on VFR/IFR scenarios in February and Safety in March. Have an idea for what we should cover? Contact secretary@yaleaviation.org.
- **WINGS Topic of the Quarter** (Airport Operations, night ops, non-towered & towered) – schedule with **Dave Pecoraro** or **Laura Baldwin** to complete this flight activity at a reduced rate. Contact secretary@yaleaviation.org for more details.

We have a new president!



Mark Donovan has stepped into the vacancy left by **Paul McGhee** (who will remain a valuable member of the club):

I'm energized and excited to accept the role of President following Paul's transition off the board, and grateful for the leadership and stability he provided. Flying has been a lifelong dream, and I'm thrilled to help steward the club and expand access to aviation. The club has an exceptional culture, and I look forward to collaborating with everyone to sustain and strengthen it in the months ahead.



Congratulations to Glider CFI **Josh Snow**: after multiple cancellations due to weather, Josh received his Glider CFI certificate on Dec 20!!



Call for Volunteers!

We have an opening on our board. Are you interested in shaping aviation education and our club experience? Let us know if you would like to fill the open term from now until 2027:

secretary@yaleaviation.org

Our flying club depends on the contributions of all its members. Which of the following committees would YOU like to join?

- Maintenance
- Safety
- Education / Newsletter
- Activities (social and fly-outs)

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	lfaldwin@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

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

Winter Flying: Winter is coming! Frost, snow, ice and freezing rain. When you schedule the aircraft, more than likely it will need to be deiced (frost or freezing rain) and pre-heated.

Pre-heating is a must when temperatures have been below 20 degrees at any time during the preceding 9-12 hours! *One way to check if preheating is needed is by checking cylinder head temperature (CHT) during preflight.* It should be at LEAST 30°F. Remember that NO ONE should be inside the airplane when it is being preheated. Check out the CO monitor – it will go black!

N6297J has an engine heater. PLEASE have it connected the night before you plan to fly, as this engine really, really needs to be preheated.

Light de-icing takes place outside: 15 minutes with the tail of the airplane into the sun, followed by 5-10 minutes with the front of the wings into the sun should do the trick. Excessive melted water can be wiped off the wings, but it is best to just let water blow off once the aircraft is in the air. **NEVER scrape frost off the windshield**, or the wings for that matter – there is dirt in that frozen water, and it will cloud the Plexiglas & scrape the paint. If there is heavy frost, de-icing will require the hangar for a meltdown.

TO HANGAR THE AIRPLANES, or for any pre-heating questions, contact our maintenance officer, **Dan Macdonald** (203-788-6320). And be sure to tip those line guys a few dollars if they are preheating out in the cold for you for 20 minutes!

Winter flying is indeed something else. Our types of aircraft were not designed to traverse snow covered, iced-over ground so take caution: you are in a new environment (it is not four wheel-drive!). Some very simple things:

* Leaving the prop in an upright position after you fly can prevent water from accumulating in the spinner and becoming a block of hard-to-melt ice.

* The Piper step is a small piece of cold metal, dark in color; it can be iced over even from previously stepping on it during preflight.

- * The black walkway can be black ice.
- * Stepping down from the wing onto icy asphalt can be dangerous.

Be sure not to be the next uncontrolled human flight!

N6297J - We have replaced both data cards for the Garmin 430W so we are A-OK for now, but please let us know if you see any anomalies in the GPS when flying.

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:

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 has several ongoing squawks (the DG is having a hard time resetting, for example) and 16 hours until its next 100 hr / annual, at which time we plan to accomplish some major projects. This will include taking out the fuel tanks to deal with fuel gauge and corrosion issues. We also plan to address the wingtip strobe and beacon by upgrading to LED. **And with your support, we can switch out the DG and Attitude indicator to G5s!**

YOU can help us invest in avionics & lighting upgrades by donating to the club [HERE](#). Please consider making a tax-deductible gift to our 501(c)3 organization!

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, Josh Snow, and Paul McGhee** 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.



Flight Circle

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

No Such Thing as a Little Ice

Qualifies for FAA WINGS credit

Thursday, January 15, 2026 at 7 PM

This webinar covers wintertime flying risks and strategies for safe operations, including causes, real-world applications, FAA advisories, icing detection tools, and best practices for planning and operating in icing conditions.

[Register](#)

Avoiding the Base to Final Spin Accident

Gordon Penner

Qualifies for FAA WINGS credit

Wednesday January 21 at 8:00 PM EST

Explains the flight dynamics and pilot actions that lead to base-to-final stall-spin accidents. It teaches pilots how to recognize precursors to a developing spin. Practical corrective techniques are provided to prevent the accident before it occurs.

[Register](#)

Risk Management for GA Pilots

Helen Figurski

Qualifies for FAA WINGS credit

Wednesday January 20 at 6:30 PM EST

Introduces practical safety risk management for general aviation pilots. It explains how human performance deficiencies contribute to loss-of-control accidents. Pilots learn how SRM tools can be applied to everyday flying.

[Register](#)

Slide and Slip Winter Runway Crash Avoidance

Mark Hanson, Rob Newman

Qualifies for FAA WINGS credit

Thursday February 5 at 7:00 PM EST

Reviews how winter runway condition reports are created and used by pilots and airport managers. It walks through real volunteer mission winter scenarios to improve decision-making. Pilots also learn how to participate in volunteer flying and use WINGS resources to enhance safety.

[Register](#)

Preventing Loss of Control Accidents

John Andersen, FAA Team Rep, ATP, MEI

Qualifies for FAA WINGS credit

Thursday February 5 at 9:30 PM EST Explains why loss-of-control accidents remain the leading cause of fatal aviation accidents in both VFR and IMC. It examines human and operational factors that contribute to LOC events. Practical steps are provided to help pilots recognize and avoid loss of control before it occurs.

[Register](#)

Podcasts & Apps & Gadgets –

Aviation Masters: A Deep Dive Into the People and Stories Behind GA's Progress

Mike Busch and Guests

Recorded Podcast

Aviation Masters is a long-form conversation series hosted by Mike Busch that brings you inside the rooms where general aviation's most important decisions were made. Each episode takes you into the hangar, the engineering lab, and the minds of those shaping general aviation's future. You'll hear the real stories: the breakthroughs, the setbacks, the arguments, the turning-point moments, and the innovations redefining reliability, safety, and smart maintenance.



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.

TSA Badges –

If you are checked out to be PIC of one of our airplanes, you will need a T3 security badge for KHVN to access the aircraft.

We use 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 will need to do every year in our birthday month. 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!!!

KHVN Tower Tours –

YA is coordinating tours of the New Haven tower every few months, where you can learn fun facts like only 1/3 of the 407 towered airports in the US are staffed by federal employees. In CT six of

seven control towers are contractor-operated (BDL is the only tower operated by FAA controllers). Interested in joining the next tour of the HVN tower? Email secretary@yaleaviation.org

ONLINE -

Yale Aviation is on Facebook - be sure to post photos, ask questions of fellow pilots, encourage those who are working their way through ratings and exams, or see if you can organize a passenger on your next flight. We have opened this group so that your friends (and prospective members?) can see what we are all about.

Remember pictures can also be posted on our Yale Aviation website at www.YaleAviation.org. **Tom Sobocinski**, our Webmaster, has updated the site to include a gallery of names and faces, current Newsletters and the full 12-part Yale Aviation, Inc History by **Hank Galpin**. Check it out!!! (Suggestions for further revisions welcome)

YA MERCHANDISE! Check out our two online "storefronts" for purchasing YA-logged merchandise! One is at located at Customized Girl (<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<https://www.zazzle.com/s/yale+aviation>). Zazzle in particular has some new items (cell phone grips, ornaments, bag tags), so check it out!

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

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



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) 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