

YALE AVIATION NEWSLETTER

December 2025

UPCOMING EVENTS

- **Sunday, January 25 at 10:00 AM**, 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 becoming 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. Place to be determined in January – watch for a separate invitation!
- **Winter Educational Programs** – Keep an eye out for notification of our winter educational series, with seminars on Angle of Attack, IFR scenarios and more planned in January, February and March. Have an idea for what we should cover? Contact secretary@yaleaviation.org.
- **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.... Interested in joining the next tour? Email 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.



PILOTS...

A word from affiliate member **Fritz Heidenreich**:

I did my first Pilots and Paws mission. Bronson 95lbs from 4B8 to KEPM!

Such a great organization!

Tower Tour, by Bill Hotch

Last month, Dan MacDonald, Davis Maass and I got an opportunity to visit HVN’s tower. We met the tower manager Mara Lewis, a second controller and a trainee. They discussed routine operations at length and the airfield’s idiosyncrasies. Some should be familiar to you:

- When taxiing to runway 20, you may be required to hold south of the A-F intersection when airliners are departing or arriving. This is a regulatory requirement because the distance between taxiway A and the north end of the runway narrows, creating a wingtip clearance concern.
- Absent a charted run-up area, we’re directed to make run-ups on the east ramp compass rose instead of a taxiway so that we aren’t blocking a taxiway.

- Speaking of the east ramp, they also reminded us that the East Ramp is a nonmovement area, so the tower doesn't expect a call as you taxi to the compass rose.
- When departing, the tower expects crews to be ready for immediate departure when reaching the hold-short line. Clearly, tinkering with the avionics for several minutes will not endear you to ATC.
- Upon arrival, we're asked to ensure the aircraft is completely on the taxiway side of the hold-short line.

The tower crew elaborated on ATC operational limitations and workload. Radar coverage has several blind areas including the downwind leg west of the field (over the harbor) at or below 700 feet. This is due in part to its location on Long Island. We also discussed the virtual prohibition on touch-and-goes. As it happened, we were in the tower for a closely spaced pair of Avelo arrivals demonstrating a peak in HVN workload that would make slipping a 75MPH arrival challenging. We also reviewed NORDO ops and light signals.

We offered a softball question: What do pilots consistently foul up? They had thoughts! Missed, incorrect or incomplete readbacks topped the list along with laziness, inattention, etc.; all the usual suspects.

I was also pleasantly surprised that one of the controllers is a pilot!

Mara and crew were patient, generous with their time and genuinely interested in helping us understand what's expected of us pilots. If you've never been up in the tower, please take the opportunity to meet folks on the other end of the microphone.

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

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!

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 has completed its annual inspection, and has received a new data card and a new 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.
- **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 issues 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.



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

Frozen Flight - Navigating Winter Operations

Qualifies for FAA WINGS credit

Tuesday, December 16, 2025 at 7 PM

Learn from Kent Wien, an experienced Alaskan pilot, about winter operations, including aircraft preparation, personal minimums for icing, risk mitigation, and landing on snow-covered runways. Includes a Q&A session with FAAS Team Program managers.

[**Register**](#)

How MOSAIC is Changing Your Pilot Privileges

Qualifies for FAA WINGS credit

Thursday, December 18, 2025, 12 PM

The webinar will cover the FAA's new MOSAIC regulation released in July 2025, which changes the rules for Sport Pilot flying. It will discuss expanded privileges for Sport Pilot operations, eligibility for Sport Pilot operations, and the types of aircraft allowed under the new regulation.

Listen via **GoTo Meeting Desktop App** (download for Windows or Mac for free [here](#)) or **GoTo Mobile App** (download for iOS [here](#) or Android for free [here](#))
Enter Webinar ID: 871-428-683

Airspace Explained - How to Read Charts and More

Qualifies for FAA WINGS credit

Saturday, December 20, 2025 at 12 PM

Learn about airspace, decoding NAS charts, simplifying airspace confusion, and increasing safety in the National Airspace System. Open mic discussion follows the presentation, with live Q&A and a PDF outline provided to all registered attendees.

[Register](#)

Teaching Instrument Procedures with ForeFlight

Qualifies for FAA WINGS credit

Saturday January 3, 2026 at 12 PM

Join this 1-hour presentation to explore ForeFlight features for teaching instrument flying and procedures, enhancing situational awareness and safety. Includes tips for VFR flying, open mic discussion, and live Q&A. Attendees receive a PDF outline of the presentation.

[Register](#)

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

Qualifies for FAA WINGS credit

Wednesday, January 21, 2026 at 8PM

This webinar, presented by Gordon Penner, a master CFI-Aerobatics and FAA Gold Seal instructor, focuses on preventing stall/spin accidents during the base-to-final turn. It provides practical knowledge to help pilots recognize precursors to a spin and apply corrective measures to avoid accidents.

[Register](#)

Podcasts & Apps & Gadgets –

Podcast:



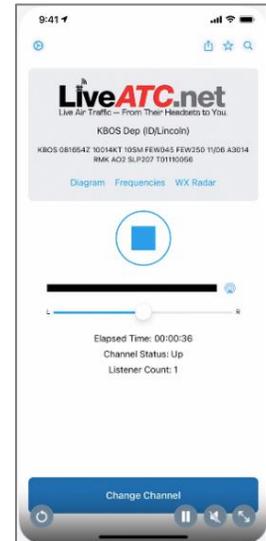
A fun, conversational journey into the world of flying—professionally and for fun. Hosts and guests share their personal experiences, successes, and lessons learned on their path to being better pilots. Best for pilots, student pilots, pilots looking to reach the next level of instruction, aviation enthusiasts, and people who aspire to learn how to fly.



App:



LiveATC provides live air traffic control (ATC) broadcasts from air traffic control towers and radar facilities around the world. You can browse by U.S. state or by country to find an airport and listen in to live air traffic conversations at or near a given airport. It typically includes ATIS, Ground, Tower, Approach, Departure and Clearance Delivery channels for each airport, where available. You can also use the "Nearby" feature to find an airport near you. You can then add any channel to your Favorites list for quick and easy access. You can listen online for free via a web interface at <https://www.liveatc.net/>. Or you can purchase it for \$4.99 and load it as an App for your iPhone or Android phone here:



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.

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-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) 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