

# YALE AVIATION NEWSLETTER

March 2026

## UPCOMING EVENTS

- **Safety in Everyday Flying – Saturday, March 28, 9 am.** YA CFI Jan Cirrillo has spent years thinking about and teaching safety in aviation. Please join us for a discussion and simple safety tips that will give us insight into how to prevent complacency when flying GA aircraft. It is a refresher to our safe flying habits. We will meet in the HVNAC classroom. There will be refreshments! RSVP to [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org).
- **KHVN Tower Tour** – 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](mailto:secretary@yaleaviation.org).
- **Wash & Wax** – Keep an eye out for our invitation for some good, clean fun in April. Want to help organize? Contact [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org).
- **WINGs Topic of the Quarter (Airwork / Proficiency Maneuvers)** – schedule with **Dave Pecoraro** or **Laura Baldwin** to complete this flight activity at a reduced rate. Contact [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org) for more details.

## PILOTS...

Welcome to new members **Jackson Hoffmann**:



Hi, my name is Jackson! I grew up in Los Angeles, and currently am a freshman studying Mechanical Engineering at Yale. My first experience with flying came when I went on a discovery flight when I was 14, and I've wanted to get my PPL ever since. This past summer, I began flight training in a Piper Archer out of KSMO and did my first solo before moving to college. Now, I'm looking forward to continuing my training here, getting my PPL soon, and meeting other Yale Aviation members!

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And **Martin Pfaller**:

I grew up in Munich, Germany, spending summers in the Bavarian countryside where my dad flew gliders, and where I was occasionally lucky enough to ride along in the back seat. After moving to the US, I finally started working toward my PPL, flying C172s out of Palo Alto, CA, and Carson City, NV. I completed my certificate in New Haven this January, flying Warriors. Next on my list is an instrument rating, along with plenty of exploring New England by air. On the ground, I work as an Assistant Professor of Biomedical Engineering at Yale. I'm excited to join Yale Aviation and would love to help organize a few fly-outs!





And a fond farewell to **David Lassilla**:

I'm moving to Santa Clara, CA for my girlfriend's new job. Thankfully, my current job is keeping me on remotely until the start of Air Force Officer Training on July 14 in Montgomery, AL. After that it will be wilderness and water survival school, one year of Undergraduate Pilot Training, and follow-on training for whatever airframe I get.

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## 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](mailto:secretary@yaleaviation.org)

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

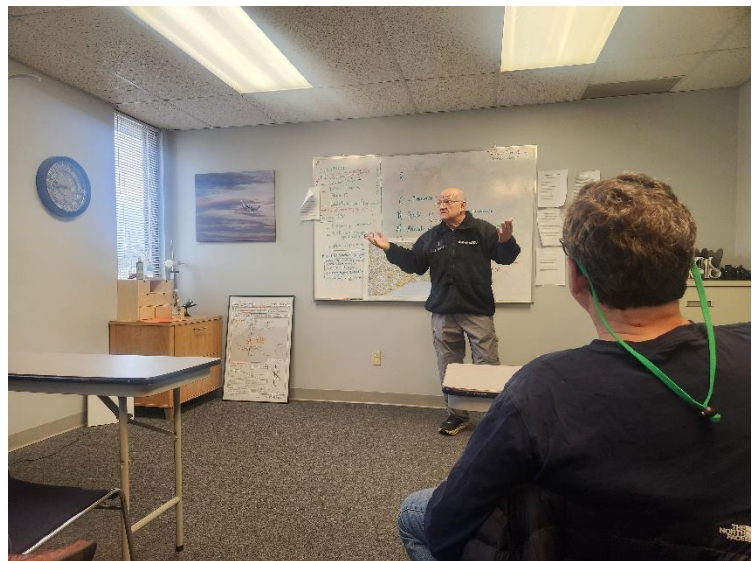
- Maintenance
- Safety
- Education / Newsletter
- Activities (social and fly-outs)

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## Civil Air Patrol: Flying with a Purpose

On yet another snowy Sunday morning at Tweed, a half-dozen YA members met with First Lieutenant **Santo Galatioto** to find out about how the Civil Air Patrol is structured, and how we can help with its 3-pronged mission of training cadets, aerospace education and search & rescue. As an auxiliary of the Air Force, created by

Congress and with a relationship with the military, it is an intensive, regimented way to fly and give back to the community. You need to be patient, have time and be safety-minded. If you qualify, you can eventually fly for “free” while acting as a key member of an emergency response team. You don't have



to be a pilot: there's a job for everyone, from communications to scanner to logistics & coordination and much more.

If you are interested, contact Santo ([santoyale@gmail.com](mailto:santoyale@gmail.com)), a member of the New Haven airport squadron, who can start you down the path of application, interview, fingerprinting, and Flying With A Purpose!

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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 |

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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

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!

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

**N6297J** – still having problems with the landing light (although the wingtip recog lights work well as a substitute), and 7 hours until the next 50 hr oil change.

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=RRU8vVie-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](https://www.youtube.com/watch?v=U_yWDBfptCc)

N55044 has just completed it's annual, where we took 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, although this may be delayed as we also did the wing spar SB just sent out by Piper – no issues were noted!

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.

**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**, [joshsnow97@gmail.com](mailto:joshsnow97@gmail.com) or call/text him at 203-804-4845. You can also contact **Laura Baldwin** [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org) or **Mark Donovan** [president@yaleaviation.org](mailto:president@yaleaviation.org).

**AVIATION EDUCATION & NEWS**

**Human Factors Behind the National Aerospace System and How WINGS Program Can Help**  
**Darren Gaines, Mark Tomicich, Melanie Folcik Barillaro**  
**Qualifies for FAA WINGS credit**  
**Tuesday, March 17, 2026 7:00 PM ET**  
This session examines human factors in the National Airspace System from a different angle, drawing on decades of aviation experience. The speakers discuss human capabilities and limitations, especially when maintaining visual separation, and explain how the WINGS program can help pilots address these challenges. It also includes live Q&A with the panel and guest speakers.  
[Register](#)

**Learn Three Instrument Flight Rules Procedural Topics**  
**Ryan Koch**  
**Qualifies for FAA WINGS credit**  
**Wednesday, March 18, 2026 8:00 PM ET**  
Ryan Koch explains three common IFR procedures and how they are designed and used in real-world instrument flying. He discusses the design criteria, FAA guidance, and ATC practices that shape them, with emphasis on how this knowledge can inform practical PIC strategies. Understanding these topics helps pilots see procedure limitations more clearly and improve safety.  
[Register](#)

### **When Small Mistakes Become Big Headlines**

**FAA AVP-110 team**

**Qualifies for FAA WINGS credit**

**Wednesday, March 18, 2026 8:00 PM ET**

Behind every aviation accident is a chain of seemingly minor decisions that lead to major consequences. This presentation from the FAA Office of Accident Investigation and Prevention uses real-world case studies and data-driven insights to show how small mistakes become big problems. It also explains how professionalism, disciplined maintenance, and participation in the FAA WINGS Program can reduce the chances of becoming the next statistic.

[Register](#)

### **Runway Rivalry: Defending your Side of the Power Curve**

**Chris Moser, Dan Justman, Mary Kuehn**

**Qualifies for FAA WINGS credit**

**Thursday, March 19, 2026 12:00 PM ET**

This webinar tackles the long-running debate about using pitch and power on landing approach. Two instructors go head-to-head on how each can be applied during approach, roundout, and flare to produce consistently good landings. It also explores the aerodynamics of the power curve and how that knowledge relates to approach-to-landing technique.

[Register](#)

### **Make Better, Safer Landings**

**Gene Benson**

**Qualifies for FAA WINGS credit**

**Thursday, March 19, 2026 8:00 PM ET**

This recurrent training session is designed for pilots who already know how to land well but want to land even better. It reinforces the fundamentals, sharpens technique, and addresses subtle habits that can erode performance over time. The program emphasizes mindset, proficiency, and practical technique for consistently better landings.

[Register](#)

### **Are You Ready for the Unexpected?**

**Andrea Germanetti, Patty Wagstaff**

**Qualifies for FAA WINGS credit**

**Wednesday, March 25, 2026 8:00 PM ET**

This webinar introduces upset prevention and recovery training and explains what effective UPRT is and is not. Andrea Germanetti leads a practical, safety-driven session that equips pilots to prevent and recover from inflight upsets using real-world scenarios and evidence-based techniques. It also highlights in-aircraft training benefits and includes insight from leading UPRT provider Patty Wagstaff.

[Register](#)

### **How RNAV and FMS Guidance Eliminates Instability On Challenging Runways**

**Chris Baur**

**Qualifies for FAA WINGS credit**

**Tuesday, April 7, 2026 7:00 PM ET**

Unstabilized approaches and wrong-surface landings remain a leading cause of accidents. This webinar explains how RNAV and FMS-guided visual approaches can reduce those risks by improving stability, lowering pilot workload, and increasing predictability. It also shows how guided procedures help prevent errors before they occur, especially at challenging runways.

[Register](#)

### **Decision Making For Safe Flight Operations**

**Ken Solosky**

**Qualifies for FAA WINGS credit**

**Wednesday, April 8, 2026 8:00 PM ET**

This webinar explores how cognitive biases influence pilot decision-making in general aviation. Using real-world scenarios and accident case studies, Ken Solosky shows how even experienced pilots can fall into predictable thinking traps. He also offers practical cockpit strategies to recognize and counter these biases before they lead to errors.

[Register](#)

## Analysis of Control System Malfunctions and Emergency Procedures

**Gordon Penner**

**Qualifies for FAA WINGS credit**

**Wednesday, April 22, 2026 8:00 PM ET**

Aerobatic instructor Gordon Penner explains how pilots can recognize, manage, and recover from jammed or broken flight controls. Drawing on training experience and emergency maneuver training principles, he outlines practical ways to maintain aircraft control when a primary control surface becomes restricted or fails. The session covers diagnosing the malfunction, using remaining control authority, and making deliberate decisions in abnormal situations.

[Register](#)

### Podcasts & Apps & Gadgets –

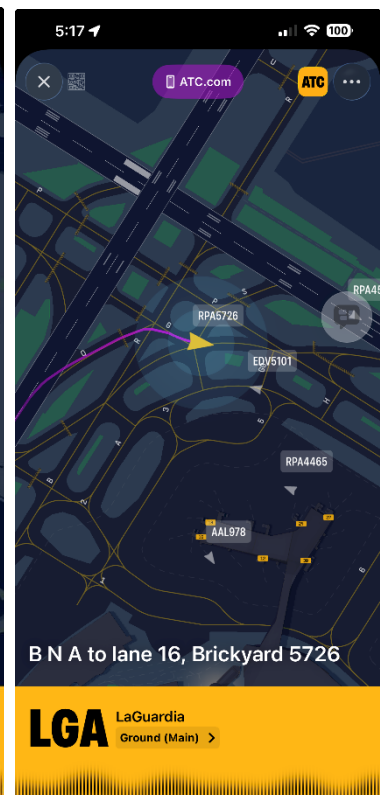
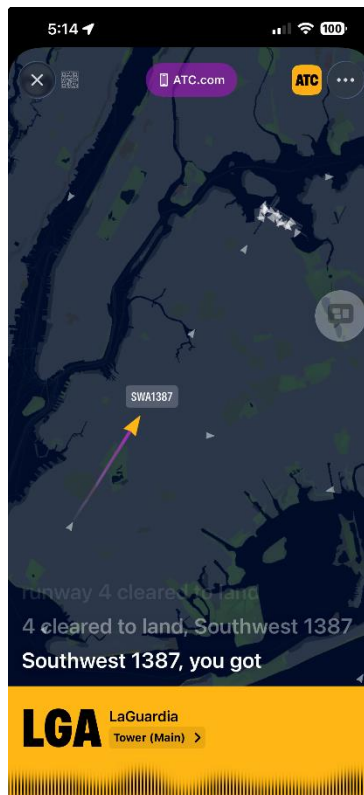
#### App



This app is similar to the Live ATC app, but better in several ways. In addition to presenting live ATC audio feeds from major airports, it

also presents a live transcription of the audio in real time. Furthermore, it locates the live position of the aircraft in communication on a map display of the airport, so you can see exactly where that aircraft is when talking with ATC, including runway and taxiway markings. Two caveats, though. First, it only works for 15 major hubs. Second, while there is a free 7-day trial, an annual subscription costs \$70. Good to acclimate to the

“mile-a-minute” verbal tempo of controllers at major hubs.



### 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, [lfaldwin@aol.com](mailto:lfaldwin@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 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](mailto: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](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-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](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.

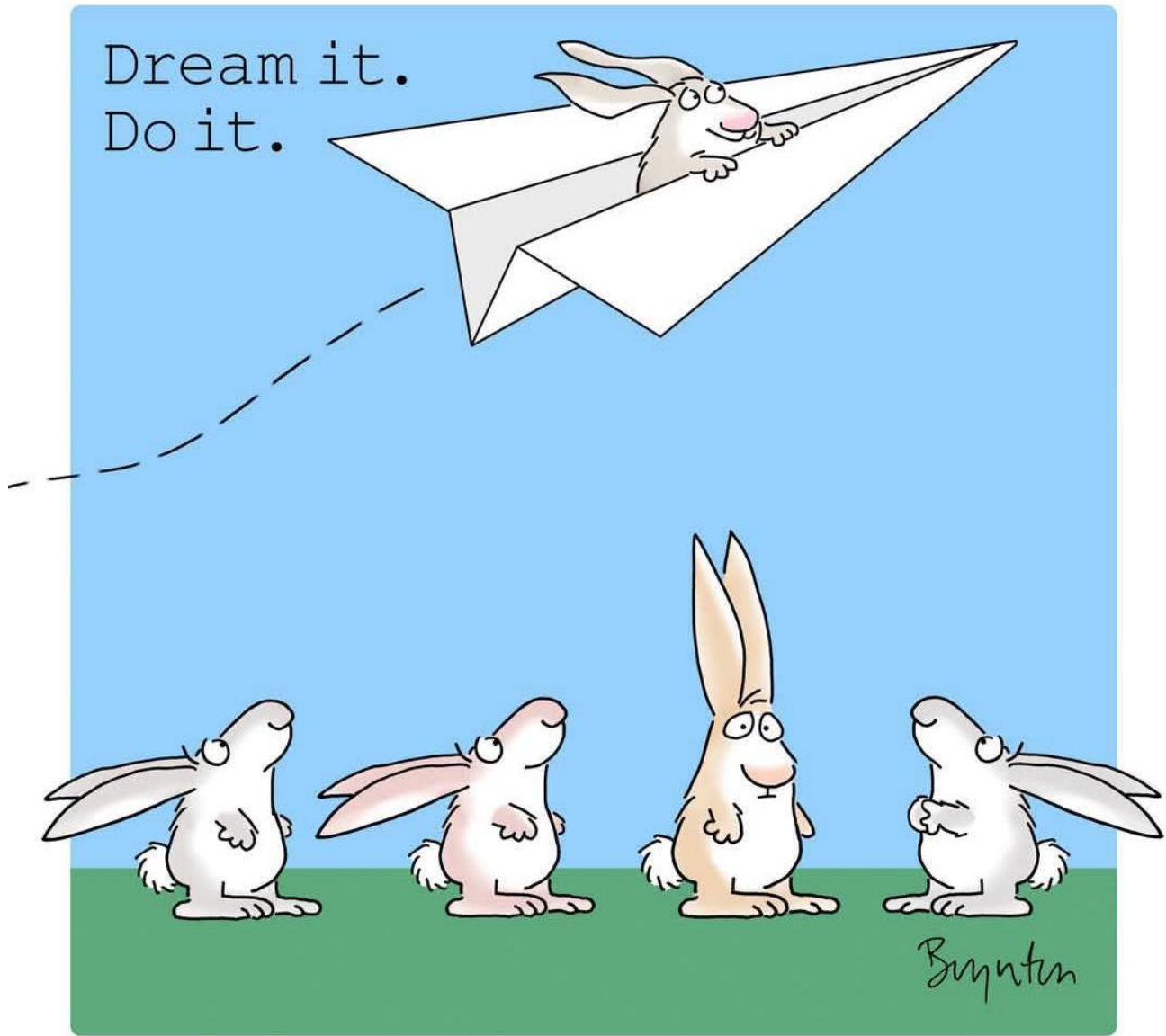
**New Haven Aviation Center** has agreed to host the YA simulator in the classroom space of their offices at Robinson Aviation. **To book the simulator, call or text Laura Baldwin (203-517-5409) for access.**

#### **Redbird LD Sim at KMMK!**

Fully loggable at \$80/hr.

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





# Happy Easter!

*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