

YALE AVIATION NEWSLETTER

April 2026

UPCOMING EVENTS

- **Wash & Wax** – April 25, 2026 at 9 am until noon. **Steve Montano** will have all the cleaning supplies, and BOTH airplanes should be there! Come help out and meet other members. There will be snacks, warm beverages, and hangar talk... RSVP to 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.
- **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 for more details.

PILOTS...



Congratulations to affiliate member, **Lauren Tyler**, who received her IFR rating on March 30, 2026 with Nick Gregory out of KHPN.

Welcome to new member **Trevor Snow**:



Thanks so much to Yale Aviation for accepting me as a new member. I've been flying in all of the club planes with my dad for years, and am so excited to start flying as a student pilot. I'm currently a junior at Xavier High School in Middletown, where I'm a member of the robotics, rifle, and tennis teams, and founder of the school's Aviation Club. I also belong to the Connecticut Soaring Association, and have over 20 hours of flying including 10+ solo hours. I was fortunate to be selected as a recipient of the EAA Jay I. Kislak Memorial Scholarship, which I'll be able to use to fund my private training with Yale Aviation. Looking forward to seeing you all at the airport!

Welcome to "new" member **Jon Morrow**, returning to club membership while his Mooney gets an engine overhaul:

I learned to fly as a Yale Medical Student and resident physician at Yale-New Haven Hospital. Whenever the opportunity arose, I would quietly depart the Medical Center for quick lesson in YA's Cherokee 140. My private pilot certificate was earned in 1978, and an instrument rating added a



year later. Since then, I have enjoyed an unbroken record of flying throughout the USA, Canada, and the Bahamas. Beyond YA's Cherokees, I have some time in a Piper Tri-pacer, a Citabria, and memorable dual instruction in a P-51D Mustang named *Toulouse Nuts*. Another memorable (?) moment was losing the mechanical fuel pump in 55044 while departing Aspen Co. (KASE, 7,800 ft elevation - always glad to have that

second fuel pump!). Most of my flying has been in a Mooney M20J that partners and I purchased in 1980. We still have that plane (N201RL), based in the T-hangars here in KHVN. Collectively, I now have about 2,200 hrs of PIC experience, much of it in the Mooney. I am looking forward to reconnecting with YA to expand my flying experiences, meet new aviators, and contribute to the flying community that has provided so much to me and my family (my wife **Andrea Hart** is also a member of YA) over many years.

Welcome to new Board member and long-time Tech Officer **Akihiro Hashimoto**:

I came to the United States in 1998 with my wife, Chizu, and my daughter, Mirai. I started working at the NIH, and later moved to Achillion Pharmaceuticals in New Haven. I have continued working in essentially the same field, and I am now working at Alexion (AstraZeneca). I earned my first pilot certificate in 2000. I am currently rated as a CFII (ASEL, ASES) and hold a Commercial MEL certificate. I used to fly with my daughter, who works at the same company and holds the same ratings as I do. After she had children—Emily (3) and George (1)—we haven't had as many opportunities to fly together. I hope that at least one of my grandchildren will become a pilot and that I will have the chance to teach them. My current task is updating the GPS database, which the FAA releases every 28 days, for both of our aircraft.



And to **David Maass**, our new **Safety Officer**:

The Board has appointed David Maass to be the club's Safety Officer. He will be working with Jan Cirillo and the Safety Committee to ensure that our airplanes are ready for safe flight. Should members have any accidents or incidents, the Regulations ask that the Safety Officer be contacted. David's email is david.p.maass@flightwareme.com.

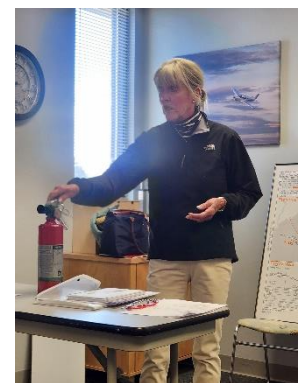
Call for Volunteers!

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

- Maintenance – Dan MacDonald, James Kachinski, Bill Hotch
 - Safety – Jan Cirillo, David Maass
 - Education / Newsletter – Laura Baldwin, David Maass
 - Activities (social and fly-outs) – Stephen Montano, Mark Donovan
-

Aviation Safety

Jan Cirillo was our guide to a review of how to maintain safety in our general aviation flying. This went from using the IM SAFE checklist to “preflight” yourself (Illness, Medication Stress Alcohol Fatigue Eating-hydration) to being sure you were wearing appropriate footwear & clothing to having passenger briefing cards available. Jan went over basic use of the fire extinguishers – which surprisingly only contain 3 seconds of fire retardant - and the life jackets. Do you have extra batteries for your headset? A flight plan filed for cross-countries? Personal minimums written down??



As the club approaches summer, the **Aviation Safety Committee** will be promoting the above and more. Stay tuned and join in!!!

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

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).

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

N55044 is A-OK, with the continuing issues of the combined strobe and beacon switch. Occasionally the ADS-B takes a while to pick up a GPS signal. Try taxiing to the compass rose – that seems to help.

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 or call/text him at 203-804-4845. You can also contact **Laura Baldwin** secretary@yaleaviation.org or **Mark Donovan** president@yaleaviation.org.

AVIATION EDUCATION & NEWS

Flying Safely as an Older Pilot

**Dr. Victor Vogel, FAA Team Representative
Qualifies for FAA WINGS credit**

Thursday April 16, 2026 6:00 PM EST

This webinar explains how age-related changes in cognition and psychomotor control can affect pilot performance. It offers practical recommendations to help older pilots assess and mitigate the effects of aging on flight safety.

[Register](#)

Monthly IMC Club Meeting - Surprises at Night

**Jan Squillace - IMC Club Coordinator
Qualifies for FAA WINGS credit**

Tuesday April 21, 2026 6:00 PM EST

This webinar explores a night IFR scenario that begins with light IFR conditions and escalates when the autopilot disconnects unexpectedly. It uses the scenario to discuss alternatives, options, and risk management for instrument pilots, students, and pilots considering flight in the clouds.

[Register](#)

How Are Instrument Flight Procedures Made?

**Chris Baur, ATP, CFI-I, Flight Engineer,
Qualifies for FAA WINGS credit**

Saturday April 18, 2026 9:00 AM EST

This webinar explains how instrument flight procedures are developed, implemented, and commissioned, with special attention to missed approaches and go-arounds. It also includes an IFR chart clinic to show how chart information is organized and how it represents the procedures pilots fly.

[Register](#)

IFR FAR/AIM Regulations

**Dean Jones, ATP, CFI-I (SEL, MEL)
Qualifies for FAA WINGS credit**

Thursday April 23, 2026 7:00 PM EST

This webinar explains practical IFR regulatory applications, including alternate requirements, descent below minimums, and lost communications procedures. Attendees will learn how to apply FAR/AIM rules to real-world instrument flight planning decisions.

[Register](#)

Alphabet Soup - Decoding the Acronyms of Aviation Safety and Aeronautical Decision Making

**GARY PARKER, ALYSIA LARSON
Qualifies for FAA WINGS credit**

Monday May 11, 2026 6:00 PM EST

This webinar introduces key aeronautical decision-making acronyms and explains how they support safer flight decisions. Participants will learn how structured mental models improve threat recognition and risk management.

[Register](#)

IFR FAR/AIM Regulations

**Dean Jones, ATP, CFI-I (SEL, MEL)
Qualifies for FAA WINGS credit**

Thursday April 23, 2026 7:00 PM EST

This webinar explains practical IFR regulatory applications, including alternate requirements, descent below minimums, and lost communications procedures. Attendees will learn how to apply FAR/AIM rules to real-world instrument flight planning decisions.

[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. Hosts Carl Valeri (airline pilot/flight instructor), Victoria Zajko (GA flying enthusiast/blogger), Rick Felty (GA flying enthusiast/in-flight video artist), and Sean Moody (GA flying enthusiast/aspiring CFI).

[Apple](#)

[YouTube Music](#)

Videos



These [short \(2 minutes or less\) tips](#) offer useful advice from top experts. Topics include airmanship, IFR, weather, avionics, emergencies, technique and more. Practical lessons that build confidence and proficiency. See why over 200,000 pilots subscribe to get the tips plus useful resources, videos and downloads. Sign up for weekly email updates

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.

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.

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.



SHOE Gary Brookins and Susie MacNelly



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