

# YALE AVIATION NEWSLETTER

June 2026

## UPCOMING EVENTS

- **KHVN Tour** – YA is coordinating tours of the New Haven Airport as part of the [Summer Springboard](#) Aerospace Camp taking place various weeks this summer on Yale's campus. These half-day field trips will be Tuesday June 23, Tuesday July 7 and Tuesday July 21. Interested in helping??? You'll get to visit the KHVN tower.... Email [secretary@yaleaviation.org](mailto:secretary@yaleaviation.org).

## PILOTS...

### 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

## Building an RV



In the back line of the T-hangars at KHVN, one of our Yale Aviation members is hard at work. **James Kachinski** has been working to build his RV-14 for several years, and now that N224EP is too big for his basement, he is renting part of a box hangar to complete his build.

There's a good deal of oversight from Vans on this work – daily logs for the time he spends on it (over 500 hours so far). Every



shipment must be checked screw by screw within 30 days. He has found clever ways to store the wings while he works on other parts – a true labor of love.

James welcomes visits (and help!). Please let me ([secretary@yaleaviation.org](mailto:secretary@yaleaviation.org)) know if you want to organize a YA field trip!!!



James is not the only member (well, affiliate member) working on a Vans in his basement. **Phil Irka** is working on an RV-10 in his garage.

Good luck and happy riveting to both these intrepid builders!



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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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# FIFA World Cup 2026 is a No Drone Zone



- **Fines:** Civil penalties up to **\$75,000** per violation, criminal fines up to **\$100,000**.
- **Confiscation:** The FBI is authorized to use specialized mitigation tools to intercept and seize your drone.
- **Criminal Prosecution:** Violators may face federal criminal charges and immediate arrest.



**FAA's Safety Plan for  
FIFA World Cup 2026™ |  
Federal Aviation  
Administration**

[faa.gov/fifaworldcup2026](http://faa.gov/fifaworldcup2026)









Caution when flying towards New Jersey  
The Bedminster TFR may be in effect! For more information check out here:  
[https://drive.google.com/file/d/1fl6zmvWEcdp0UM6KIBvGcm\\_ZNdX0nYqu/view](https://drive.google.com/file/d/1fl6zmvWEcdp0UM6KIBvGcm_ZNdX0nYqu/view)



**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** – the landing light is fixed – wait, no, its broken again!! However, we resolved the issues with starting. A shot or two of prime and 2 throttle pumps while turning over seems to do the

trick. The GPS has a 429 Channel #2 error we are fixing currently. While the AP will hold a heading, bad data make other AP features currently off-line. This should be corrected shortly.

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

**N55044** has just had a 50-hr oil change. We are chasing down an issue with a lack of side-tone on the pilot's side radio. Remember that the beacon switch also turns on the strobes.

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, James Kachinski and Bill Hotch** 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).

Webinars

**The Black Box of Hindsight**

**Madeline Young, Melanie Folcik Barillaro**  
**Qualifies for FAA WINGS credit**

**Tuesday June 16, 2026 at 7:00 PM Eastern**

This webinar examines how hindsight bias can make accidents appear more predictable than they really were and distort safety investigations, training, leadership decisions, and safety culture. Participants will use aviation case studies to strengthen critical thinking and learn practical techniques to reduce bias in training and decision-making.

[Register](#)

**Fuel System Mistakes That Kill Pilots**

**Mike Shiflett**  
**Qualifies for FAA WINGS credit**

**Saturday June 20, 2026 at 12:00 PM Eastern**

Mike Shiflett discusses fuel exhaustion, fuel contamination, using the wrong fuel grade, and the habits that help prevent all three. The one-hour Power Hour lesson is followed by open-mic discussion and live aviation questions.

[Register](#)

**Airspace 101 - Rules of the Sky**

**Mr. Brad Leve, FAASTeam Representative**  
**Qualifies for FAA WINGS credit**

**Thursday June 18, 2026 at 7:00 PM Eastern**

This 60-minute webinar reviews the structure, types, and dimensions of U.S. airspace and how pilots operate within them. It is intended for pilots preparing for a written exam, flight review, or general airspace refresher.

[Register](#)

**Behind The Frequency**

**Sabrina Meiklejohn, C/ASEL, AMEL, IR, CFI, AG**  
**Qualifies for FAA WINGS credit**

**Saturday June 27, 2026 at 10:00 AM Eastern**

Sabrina Meiklejohn explains how pilots can communicate more effectively with ATC by understanding TRACON and ARTCC roles, pilot requests, and the flow of information between pilots and controllers. Topics include handoffs, flight-plan processing, weather deviations, route amendments, PIREPs, unresponsive aircraft, and communications at nontowered airports.

[Register](#)

**The Psychology of Safe Flying**

**Jason Miller, Brian Schiff**  
**Qualifies for FAA WINGS credit**

**Thursday June 18, 2026 at 8:00 PM Eastern**

Practical psychology and habits that support safer flying. The 1.5-hour presentation focuses on the flight-safety lessons that experienced pilots already apply.

[Register](#)

**Flying With Passengers**

**Mike Shiflett**  
**Qualifies for FAA WINGS credit**

**Saturday June 27, 2026 at 12:00 PM Eastern**

Mike Shiflett explains pilot briefing requirements, expense-sharing rules, and the duty of care pilots owe passengers in the cockpit. The one-hour Power Hour lesson is followed by open-mic discussion and live aviation questions.

[Register](#)

### Controlled Flight into Terrain

*Helen Figurski*

*Qualifies for FAA WINGS credit*

Tuesday June 30, 2026 at 6:30 PM Eastern

This webinar reviews controlled flight into terrain and ways general aviation pilots can prevent it. Weather, technology, and other factors that contribute to CFIT accidents are discussed so pilots can recognize hazardous scenarios as they arise.

[Register](#)

### Engine Monitoring - Weekly Saturday Power Hour Lesson - All Pilots Welcome

*Mike Shiflett*

*Qualifies for FAA WINGS credit*

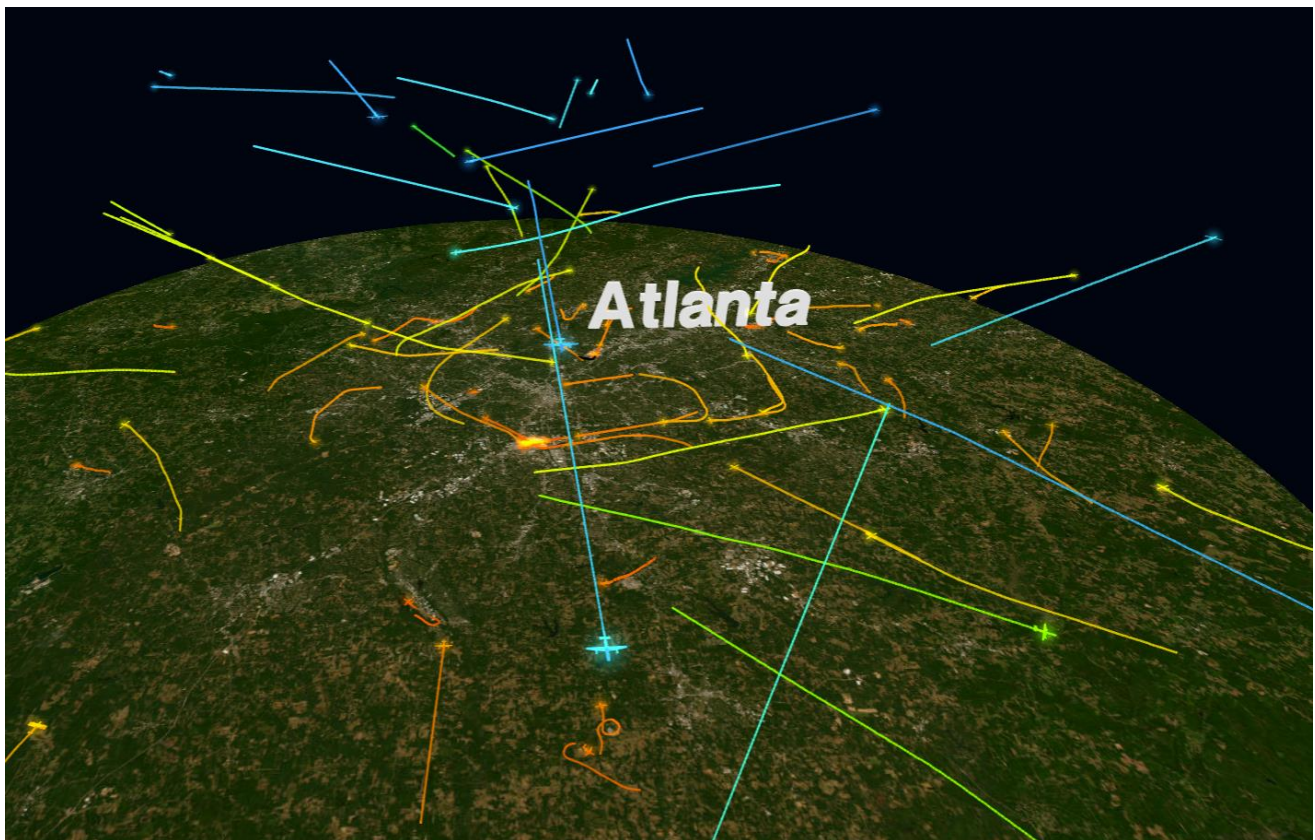
Saturday July 4, 2026 at 12:00 PM Eastern

Mike Shiflett explains how to use engine gauges to catch problems before they become emergencies. The lesson covers monitoring EGT, CHT, oil-pressure trends, and how professional pilots log and interpret deviations.

[Register](#)

Rusty? Try this course from AOPA made just for you: [https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots/rusty-pilots-online?utm\\_source=rponlineq2&utm\\_medium=email&utm\\_campaign=984-00000&utm\\_term=takecourse](https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots/rusty-pilots-online?utm_source=rponlineq2&utm_medium=email&utm_campaign=984-00000&utm_term=takecourse)

### Gadgets & Websites



Did you ever wonder what it would be like to see aviation traffic not only from a top-down orientation but also from the side? **Objective Unclear** website allows to do just that: <https://objectiveunclear.com/airloom.html> Use your mouse to rotate through various angles of view. Fascinating!

**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.

And finally! **Online badging has begun at Tweed!!**

Should you need a badge, contact one of our signatories below with your first name, last name, email and phone number. They will then initiate a badge application:

1. **Laura Baldwin** (203-517-5409, [lfbaldwin@aol.com](mailto:lfbaldwin@aol.com))
2. **Santo Galatioto** (203-710-2730, [santoyale@gmail.com](mailto:santoyale@gmail.com)).

After being initiated, you will receive notification to complete the application. All starred fields are required. Once completed, the signatories will be notified for review & sign-off of the application.

Once a badge application has been filled out by the applicant and signed off by the signatory, the airport will set up the badge applicant as a Portal User, they can then log on to the portal ([portal.aerosimple.com](http://portal.aerosimple.com)) with their phone number, and visit Training on the Main Menu. My Trainings and Security Training will be listed under Active. Once they Start, the Status will update from New to In Progress. Be sure you press the **Save** button on each video! After the Quiz, press the **Mark as Completed** button. The training will move to the Completed column.

Next step is to use the online portal to schedule an appointment with the badging office for review of your IDs & to take a picture if necessary. The office is now located in the offices above the arrivals area, fyi. You will need two forms of ID (passport and driver's license work really well) that will be reviewed by Badging - **AT LEAST ONE NEEDS TO BE A PASSPORT, SOCIAL SECURITY CARD OR BIRTH CERTIFICATE.**

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!!!

#### 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 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 (t-shirts, 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](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.



RHYMES WITH ORANGE

BY HILARY B. PRICE & RINA PICCOLO



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