

YALE AVIATION NEWSLETTER

July 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. The last of these half-day field trips will be **Tuesday morning July 21**. Interested in helping??? You'll get to visit the KHVN tower.... Email secretary@yaleaviation.org.
- **Flyout to Katama!** – Join us for breakfast in Martha's Vineyard on **Saturday Aug 1** (raindate Aug 2) at one of the nicest grass strips you'll ever see. Biplane trips also available... Interested? RSVP to secretary@yaleaviation.org to be sure you have a spot!
- **Join us for an End of Summer Debrief at NEBCO** – Wednesday, **August 26 at 5:30 pm**. Save the Date!
- Triennial FAA Safety Exercise @ Tweed - **September 15th** , Start/End Time of Exercise - **08:30L/09:00L-12:00L**. The complexities of this exercise require that the airport be closed - 07:00L-13:00L. Watch for the NOTAM the week before the event!
- **Wash & Wax / Annual Meeting** – Sunday October 25, 9 am to noon. Be there!!!

PILOTS...

Welcome to new member **Andy Boone**:

Andy lives in New Haven with his wife Sarah, with whom they have 4 children. By vocation, he is a Financial Advisor, by avocation he is an avid birder, curler (yes, the Olympic sport on ice), traveler, and backyard chicken farmer.

He has long dreamed of becoming a pilot, first mesmerized by the planes pulling banners along the Cape May shoreline as a child.



Congratulations to Affiliate Member **David Lassila**, who, upon the recommendation of member Josh Snow, got his private pilot glider add-on at Arizona Soaring.

"The most challenging parts for me were judging the sight picture for the steeper glider approach and using pressures on the stick to avoid overcontrolling. I feel that my stick and rudder skills have greatly improved thanks to this experience!"

David started Officer Training School this week. Good luck!!!

Summer Springboard Aeronautical Camp Visit

Summer Springboard is an organization that sets up aeronautical camps for high school students. As part of their week-long enrichment program, Yale Aviation was asked to coordinate a series of visits to Tweed airport, two of which we have completed (June 23 and July 7). Small groups of no more than 3 students went to the tower, toured Robinson, were introduced to the basics of PAVE in general aviation and given a talk on the L-39 Albatros training jet hangered at the airport. At the end, all 11 students and their chaperones went to HVNAC flight school for a short talk about becoming a pilot.

Huge thanks go to our Yale Aviation volunteer members who have helped explain and escort these students: **David Maass, Stephen Montano, Martin Pfaller, and Bill Hotch**, plus Robinson's Customer Service Manager **Drew Natalie** and HVNAC's CFI **Lila Pettes**.



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, Drew Masurek
-



David Maass has been busy in retirement. Not only has he been instrumental in helping with aeronautical camp visits to Tweed airport, but he has also been helping Bridgeport Bassick High School students build an RV in the Tango program. The RV's engine was run-up as a test in late June, with flight testing planned for July. Check out the [video](#) on Facebook produced by sponsor Three Wing Aviation. And CT news reporting [here](#). Also click [here](#) to play 3Wings video on Instagram (can close the popup that first asks you to Sign up or Log in to view video).

Dave's comments: In late June the (mostly) completed aircraft was moved from Bassick HS in Bridgeport to a Three Wings hangar at BDR, about 5 miles away. The convoy consisted of two flatbeds, about 6 or 7 volunteer cars and 4 police escorts to manage convoy traffic (we ran every red light, very exciting!). Since then, the group has been reviewing all assemblies and systems and fixing discrepancies (missing rivets, oil, radiator and brake fluid leaks, mis-wired connections, mis-rigged controls, etc.) It's time consuming and a little frustrating, but absolutely necessary and pretty common with homebuilts. For example, just to remove 4 nuts in the fuselage on the aileron torque tubes, we had to remove the wings (for maybe the fourth time). Much easier to do it right the first time.

We hope to have the FAA DAR inspection in August and then fly off the 25 to 40 hours in the Flight Test program. We'll fly the kids who built it (especially the Seniors) before they leave the area for school this fall.

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

FIFA World Cup 2026 is a No Drone Zone

FIFA WORLD CUP 2026™

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

B4UFLY
bit.ly/b4uflly

tfr.faa.gov

Federal Aviation Administration

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/1fl6zmwWEcdp0UM6KIBvGcm_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

N6297J – There are 10 hours left until the next 50 hr oil change. We believe we have resolved the issues with starting. We suggest two throttle-pumps while cranking, as this seems to work the best.

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 is 25 hours from its 100 hr/annual at which time it's transponder/altimeter inspections will be done as well as the ELT checks. 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.

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!

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 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

Flight Service Radio Frequency Reductions

Notice Number: NOTC5059

Based on Federal Register comments received regarding the FAA's intent to decommission the entire remote communications outlet (RCO) infrastructure in the continental United States, Hawaii and Puerto Rico, the FAA has modified its plan. The FAA will reduce the number of radio frequencies used by Flight Service Stations (FSS) to communicate with aircraft inflight and will eliminate 670 redundant RCOs and retain 272 outlets, which will provide adequate coverage for system users.

The reduction will align RCO infrastructure with the decrease in pilot demand for inflight services. The proposal excludes frequencies designated for use in Alaska.

In February 2026, a safety risk management panel determined that all hazards associated with RCO reduction could be safely mitigated.

Visit the Flight Service website at faa.gov/flightservice for the list of frequencies to be retained and those scheduled for removal beginning in fall 2026.

Webinars

Check Yourself Before You Wreck Yourself

Mary Kuehn

Qualifies for FAA WINGS credit

Thursday, July 16, 2026 12:00 EST

Learn how to make recurrent flight training more effective by setting clear goals, focusing on key skills, and using scenario-based exercises. The webinar also highlights preparation strategies and resources that help pilots gain more value from every training session.

[Register](#)

Let's Talk All Things Tailwheel

Josselyn Slagle, John Dye

Qualifies for FAA WINGS credit

Thursday, July 16, 2026 19:00 EST

Discover the benefits of earning a tailwheel endorsement and the unique flying skills it develops. Expert instructors discuss training techniques, operational advantages, and share real-world tailwheel experiences.

[Register](#)

How To Be The Pilot Controllers Enjoy Working With

Mike Shiflett

Qualifies for FAA WINGS credit

Saturday, July 18, 2026 09:00 EST

Gain insight into how air traffic controllers manage workload and what pilots can do to communicate more effectively. The session includes practical tips for improving radio communication, enhancing safety, and reducing controller workload..

[Register](#)

What Counts, What Doesn't, And What Works When Using Sim's

Mike Shiflett

Qualifies for FAA WINGS credit

Saturday, August 1, 2026 09:00 EST

Learn how aviation training devices and desktop simulators can be used legally and effectively to improve proficiency and maintain currency. The presentation explains regulatory credit, best practices, and how to maximize the value of simulator training.

[Register](#)

Enroute Avionics Gotchas – Failures and Distractions

Mark Hanson, Lex Crosett

Qualifies for FAA WINGS credit

Thursday, August 6, 2026 19:00 EST

Explore real-world avionics failures and flight scenarios that illustrate how equipment issues can distract pilots and affect safety. Experienced volunteer pilots and FAA representatives discuss practical techniques to recognize, manage, and prevent these situations.

[Register](#)

What The IFR Clearance Doesn't Tell You, And What ATC Actually Expects

Mike Shiflett

Qualifies for FAA WINGS

Saturday, August 8 - 11:00 AM EST

This webinar explains the operational details that may not be obvious from an IFR clearance, including preferred routes, altitude expectations, and pre-departure clearances. It also covers the situational awareness, risk management, and crew resource management practices that ATC expects from pilots in real-world IFR operations.

[Register](#)

The Psychology Behind The Most Dangerous Pressure In Aviation

Mike Shiflett

Qualifies for FAA WINGS credit

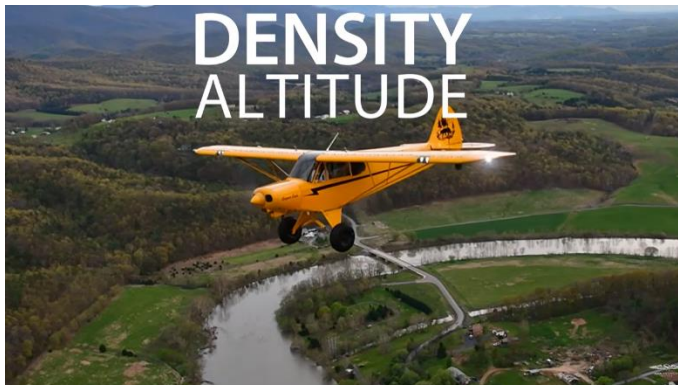
Saturday, August 15 - 11:00 AM EST

This session examines the psychological pressure behind get-there-itis and why capable pilots can make unsafe decisions when focused on reaching a destination. Pilots will learn practical aeronautical decision-making strategies for recognizing the pressure early and building an alternative plan before it is needed.

[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

Gadgets & Websites



Check out this 4 minute video on Density Altitude, a key player in your performance calculations, especially during CT hot, humid summers!

<https://www.youtube.com/watch?v=5yFIRHvoy4k>

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)
2. **Santo Galatioto** (203-710-2730, santoyale@gmail.com).

After your application is 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, so that they can log onto the portal (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 started, the Status will update from New to In Progress. Be sure you press the **Save** button after viewing each video! After the Quiz, press the **Mark as Completed** button. The training will move to the Completed column.

The 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. 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 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 needs to be done every year in your 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) 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.

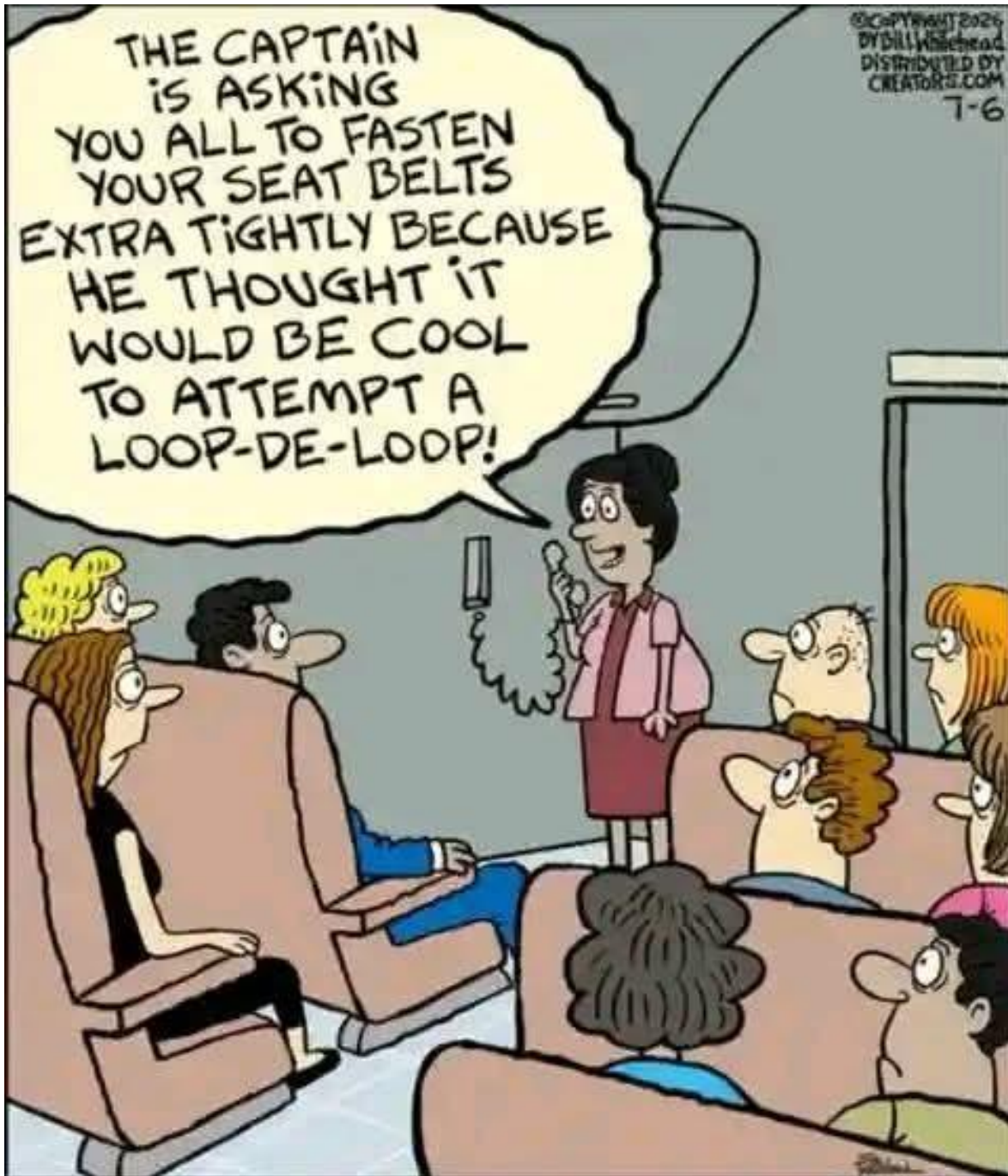
New Haven Aviation Center has agreed to host the YA simulator in the classroom space of their offices at Robinson Aviation. **To book the simulator, call or text Laura Baldwin (203-517-5409) for access.**

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